

# The Hongkong Telegraph

(ESTABLISHED 1881.)

69242 六拜禮 號五廿月九英港香 SATURDAY, SEPTEMBER 25, 1920. 日四十月八

SINGLE COPY: 10 CTS.  
\$36 PER ANNUM.

## REUTER'S TELEGRAMS.

### THE FRENCH PRESIDENCY.

#### M. MILLERAND'S ELECTION A FOREGONE CONCLUSION.

Paris, September 22.  
M. Millerand was this morning, from various sources, the recipient of many congratulations upon his agreeing to stand as candidate for the Presidency. M. Millerand seized the opportunity to explain that the contemplated amendments to the organic laws, referred to in a recent declaration, are to come up only after the Peace Treaty is being carried out and France is fully restored and reorganized. For the time being, the present laws, in M. Millerand's opinion, allow the President actually to partake in the elaboration of Treaties and to act in his own behalf in the management of foreign affairs.

A Parliamentary Convention took place this afternoon to designate the candidate. The results were 528 votes for M. Millerand out of 813, 113 for the Senate President (M. Bourgeois) and 157 for the Chamber President (M. Peret). Consequently, M. Millerand remains the sole candidate to the Presidency and his election is a foregone conclusion.—Havas.

#### M. MILLERAND ELECTED.

Paris, September 22.  
The National Assembly at Versailles has elected M. Millerand President.  
The voting was—M. Millerand, 695; M. Delory (Socialist Deputy for Nord), 69. There were only two candidates. The total votes were 892, of which 10 were scattered and 108 blank.  
M. Millerand has a great ovation when he entered the Assembly, which was opened by Mr. Leon Bourgeois (President of the Senate). The fact that the election of M. Millerand was considered a foregone conclusion, together with the very wet weather, lessened the interest in the ceremony, at which the attendance was only about half that at the ceremony in January last.

### FRANCE AND JAPAN.

#### A TRIBUTE TO BARON MATSUI.

Paris, September 22.  
The Parliamentary Committee for Commerce and the Republican Committee for Commerce, Industry, and Agriculture gave a luncheon in honour of Baron Matsui, the Japanese Ambassador, upon his leaving France. The whole affair was a most hearty manifestation of Franco-Japanese amity. Several Cabinet Ministers were among the guests.  
The former Cabinet Minister, M. Chaumet, in an address, laid stress on the important part Baron Matsui had played in the European political field in recent years, while Senator Mascaraud, rising in turn, eloquently showed how faithfully Japan had stood by the Allies and carried out all her engagements towards them.  
Baron Matsui, replying, expressed the hope that intercourse between Japan and France would become increasingly frequent and intimate.—Havas.

### DUTCH SHIPPING COMBINE.

#### NEW SERVICE TO FAR EAST.

London, September 23.  
Some of the most important Dutch shipping companies, including the Java-Japan-Line, the Holland-America Line and the Rotterdam Lloyd, have combined under the title of the United Netherlands Shipping Companies, with a capital of £16,500,000, with the object of opening new services to East Asia, the East Indies, Australia and Africa.

### ITALIAN LABOUR TROUBLES.

#### AN UNSATISFACTORY SETTLEMENT.

London, September 23.  
Although the Italian industrial situation is obscure, it already appears that Sunday's settlement is disowned by the workers who have resolved not to evacuate the factories until the employers pay for work done during the occupation, while the employers are jibbing at the nature of the dual control which Signor Giolitti has devised.

### BRITISH CHAMBERS OF COMMERCE.

#### INTERESTING RESOLUTIONS.

Toronto, September 23.  
The Congress of Chambers of Commerce of the British Empire has passed a resolution urging all Chambers of Commerce and Boards of Trade in the Empire to join the British Imperial Council of Commerce, also recommending the Dominions and India favourably to consider through their respective Chambers of Commerce and Boards of Trade the decision of the Directors to admit them to membership of the International Chamber of Commerce as economic units, with special representation upon the Council of Administration; also, that every British Colony possessing facilities there for to be encouraged to maintain shipyards in order to keep the British merchant marine in a commanding position.

### SURRENDERED GERMAN TONNAGE.

Paris, September 23.  
The German tonnage surrendered to the Allies totals nearly two million, which is almost all that is due under the Peace Treaty.

### M. CLEMENCEAU LEAVES FOR FAR EAST.

Paris, September 22.  
The ex-Premier, M. Clemenceau, left Marseilles to-day on board the steamship Cordillere for the Far East.—Havas.

## REUTER'S TELEGRAMS.

### WRANGEL'S SUCCESS.

#### CAPTURE OF ALEXANDROVSK.

New York, September 23.  
A message from Constantinople says General Wrangel has captured Alexandrovsk, with thirty guns.

### HEAVY BOLSHEVİK LOSSES.

London, September 23.  
It appears that heavy blows have been inflicted on the Bolsheviks, firstly by the Poles on the Galician front, and secondly by Wrangel's forces advancing from Crimea and now operating on a wide front in Ukraine. It is stated that the Reds are fleeing on both fronts and have already lost nearly 5,000 prisoners and a junction between the Poles and Wrangel seems imminent.

### ANOTHER IRISH OUTRAGE.

#### FOUR POLICEMEN KILLED.

London, September 23.  
A sensational fight, involving five killed, occurred at County Clare when a lorry transporting a number of the Constabulary was ambushed by a large force of armed men. Four police were killed and one severely injured. Military reinforcements were rushed up and engaged the attackers but they sustained severe casualties, one being killed and a number wounded.

Later details of the fight at County Clare show that a motor lorry containing six policemen was ambushed at Drominhill by 150 armed men and that four police were killed and two seriously injured. Soldiers rushed up in two motor lorries and a pitched battle followed. The military were fired on from both sides of the road. The Sinn Féiners' casualties are unknown. When the attackers withdrew, the military sortied in the surrounding country and made forty arrests.

### THE STRIKE SITUATION.

#### MINERS REJECT SECOND BALLOT PROPOSAL.

London, September 23.  
The Triple Alliance Conference was resumed this morning, but adjourned immediately in order to consider the report of the joint deputation to the Premier, last night, sectionally. It is now announced that the conference of the miners' delegates has rejected the proposal to take a second ballot on the question of submitting the 2% wage claim to arbitration. It is understood that a letter from Mr. Lloyd George to Mr. Smillie was read at the delegates' conference.

## EARLIER SPECIAL TELEGRAMS.

### THE ALTENBURG DISASTER.

Singapore, September 25.  
The inquest into the Altenburg disaster shows that the three Chinese were first overcome by gases. Mr. Watt went to their rescue and was also overcome. The four others were similarly attacked and succumbed. The gas was carbon dioxide.

### MOTORING FATALITY.

Singapore, September 24.  
A. W. Cooper, a municipal servant, charged with killing a companion named Stapp in a motor collision on 7th August, was discharged at the Assizes.  
Cooper was driving a car which collided with a tree, his companion being killed.

### RUBBER MARKET.

Singapore, September 25.  
The rubber market is steadier, but again lower.

## TO-DAY'S CHINESE TELEGRAMS.

Peking, September 24.  
At an entertainment given to the American Minister, Chin Yuen-pang, the Premier, after expressing thanks for the benevolent acts of the American people in giving a very big sum for the famine relief fund, expressed the hope that the U.S. Government would assist China to be a member of the League of Nations. The Minister replied that when the North and South are united the U.S. Government would render all necessary assistance in every respect.

Shanghai, September 24.  
The Ministry for Foreign Affairs has officially notified the Russian Minister that all Russian Legation rights are henceforth cancelled. The Government intends to enforce a new tariff system on goods that are conveyed by steamers and railways, so that a surplus of seven millions dollars may be secured annually which will be used as security for an American loan of \$50,000,000 towards famine relief.

(Other Telegrams on Page 2.)

## OUR PEKING LETTER.

### (From Our Own Correspondent.)

Peking, September 31.

The most engrossing subject of the day is the famine which has visited the provinces of Chih, Honan and Shantung. Heart-rending stories are related by missionaries of the miseries of the people, and the terrible things that are done under the compulsion of starvation. Though China is scarcely ever free from some calamity or other, nothing so great as the present disaster has occurred since 1877. In the three provinces no less an area than 99,000 square miles is affected involving from 30,000,000 to 40,000,000 people, and conservative estimates place the amount required to provide adequate relief at \$200,000,000, a sum which is of course beyond the resources of the Government. The attitude of the Government is not quite what it ought to be in such circumstances. Indifference is a harsh word to use but it is difficult to find any other which applies. True, a presidential mandate has been issued ordering the Ministries of Interior and Finance to co-operate with the civil governors of the three provinces affected, and giving instructions for the establishment of rice and grain stores so that the food can be sold cheaply to the poor people. The Government's duty, however, is not discharged by the issue of a pious proclamation of this kind, and it has been well said that if the present leaders would apply a little of the energy which they displayed a few weeks ago in routing the Anfuite forces to dealing with the problem facing them, the situation would be saved. Apparently they deem the undertaking to be beyond their powers, and view the visitation with Oriental fatalism as an expression of Heaven's displeasure and therefore must be endured. Such inaction stamps them as lacking in the powers and duties of government which they have assumed.

While the two hundred million dollars estimated to provide for the starving millions of people is beyond the resources of the Government, much could be done to rush supplies from Manchuria, where the harvests are abundant and where there are considerable accumulations of food, to the hunger centres, but even that is not done. The one great hope is that the foreign community in North China (their opinion expressed through the Diplomatic Corps) will galvanise the Chinese Government to more effective action. Already an International Relief Committee is being organised with a view to raising funds and having food properly distributed. For signs of people fighting death from the bark of trees, selling their daughters for a hundred cash, cannot but have their sympathies quickened. Foreigners in China will undoubtedly respond to the call upon their purse. Their help will only be sufficient to reach a comparatively small proportion but that is better than nothing. Britain and America have had so many appeals from the starving peoples of Europe that they cannot be expected to respond to the appeal for assistance to China in the way that they would have done before the war. Nevertheless the appeal is some measure of assistance be forthcoming. In the circumstances it will not be remembered that the who gives quickly gives twice. Imagine the suffering of families when fathers have to poison them in order to put an end to their miseries, or who tie children to trees and themselves flee from their homes because they can no longer endure their cries for food. These stories and scenes are related by eye-witnesses. And the pity of it is that it is so unnecessary! It is the

crime of an inefficient administration on the part of an ineffective Government. How long will the people remain in travail and pain which are unnecessary in this era of the world's advancement?

It seems a hollow mockery to talk of other things in view of the calamity which has descended upon North China, but it so happens that other events are occurring which must be recorded. First of all must be noted the Government's optimism with regard to a peaceful settlement. This is viewed as practically assured and is only delayed by the fighting in the South, where it seems, however, that the Canton Military Administration which had agreed with the Government upon a basis of negotiation, is about to be eliminated. Nevertheless Premier Chin Fung-pang has not abandoned hope and he adumbrates a programme of settlement which is indeed liberal, involving, as it does, the dissolution of both parliaments. He also advocates the disbandment of troops, but there is no sign that the Fengtien or Chihli armies will be reduced, except perhaps on paper. For example, General Chang Tso-lin is known to have 105,000 troops under his command, yet in an interview accorded foreign correspondents he admitted to having 300,000 who followed his banner. When reduction of troops is ordered it is easy for him to decrease his army by no less than two-thirds without demobilising a single soldier. Other tuchuns can comply with partial disbandment in the same manner but in lesser degree. Tuchuns may be abolished, but by dividing the country into four military districts super-tuchuns will be created. Of course it is only fair to admit that this gloomy outlook may be changed by the strength of a reforming public opinion led by General Wu Pei-fu, the one man of the hour in whom the enlightened section of the people have any faith. What he may yet dare to do if forced by circumstances is of course in the lap of the gods.

The betrothal of General Chang Tso-lin's son to General Tso Kun's daughter at Tientsin last week-end was a brilliant ceremony. It cements the alliance between these two satraps. Connected with this event with the punishment of General Wu Kwang-hsin, brother in law of Tuan Chijui. A military tribunal at Wuchang has sentenced him to 15 years' imprisonment.

The Waichiao has replied to the note from the Japanese Legation asking for an explanation of the invasion of a Japanese hotel by the Chinese gendarmerie when they arrested the editor of a former Anfu newspaper. It is explained in the reply that the arrest was not made in the hotel at all but in the street. The Japanese Legation not unnaturally considers this reply as a ridiculous evasion, and their reply will probably be couched in stronger language.

### 22,500,000 LOSS ON CONCRETE SHIPS.

The cost to complete the contracts placed under the original programme of concrete shipbuilding would have been at least \$8,000,000 states Colonel Wilson in recent Parliamentary Debates. It is difficult to estimate, he says, what the realisable value of the 209 vessels would have been, but it certainly would not have reached \$3,000,000, and out of the 209 contracts 143 were cancelled. The total expenditure to date, including outstanding liabilities, was about \$3,850,000, and the net loss was likely to be between \$2,500,000 and \$3,000,000, as against a net loss of at least \$5,000,000, and probably a good deal more, if all the contracts had been completed.

## NON-STOP SERVANT.

### DEVICE TO WASH 40 PLATES A MINUTE.

In these servantless days it is, perhaps, not surprising that an inventive genius has thought it worth while to turn his attention to the task of lightening kitchen drudgery.

Many a suburban mother, with a large family and no maid, almost dreads going into the scullery. The staggering pile of "dirty dishes" is enough to take the heart out of anyone. "Washing up" is the most detested job in the household curriculum, and healthy children have such hearty appetites, that in many a home dishwashing seems to go on all day.

### MAN OF LITTLE VALUE.

Even the possession of a willing husband does not "ease the situation, for a *Daily Chronicle* representative, who made inquiries discovered that the majority of housewives, while appropriately grateful for proffered assistance, do not place a very high value on the domestic services of the Master of the House.

"Men aren't used to dishwashing," said one lady, "and, when they take it on, they either smash the plates, or else, in their desire to do it well, they take so long to wash behind the cups' ears, as it were, that the work accumulates, and we have to finish it up."

### AN UNCANNY MACHINE.

But there is a silver lining to the dark cloud of dish-washing drudgery.

Tired of thinking out destructive engines of war, British inventors are now devoting themselves to the work of devising labour-saving appliances for the home.

One of the most remarkable of these is a weird machine, which washes plates and dishes with most uncanny definiteness at the rate of forty a minute.

Not the least wonderful thing about it is that it has been invented by a mere man, who is supposed to know nothing of the mysteries of domestic affairs?

### TURN THE HANDLE.

The automatic dish-washer was explained to a *Daily Chronicle* representative recently by a member of the firm of Messrs. Hughes and Young, patent agents, of Chancery-lane.

All you do is to slip the plates one by one into a kind of slot. After that the machine takes possession of them. You merely turn a handle, while revolving brushes scrub them clean, a dinky little water tank rinses them, and another set of brushes mops them dry.

### SMALL HOUSE PATTERNS.

Then the plates are conveyed along a travelling platform, and neatly stacked on a stool at the end.

Another device for washing cups enables the crockery to be fixed in an appropriate position, while streams of water are directed upon the pieces, which afterwards pass through a special drying apparatus.

Some of these machines are already in use in hotels and large boarding-houses, and it is hoped that smaller patterns, suitable for private homes will soon be available.

### TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 3/4d.

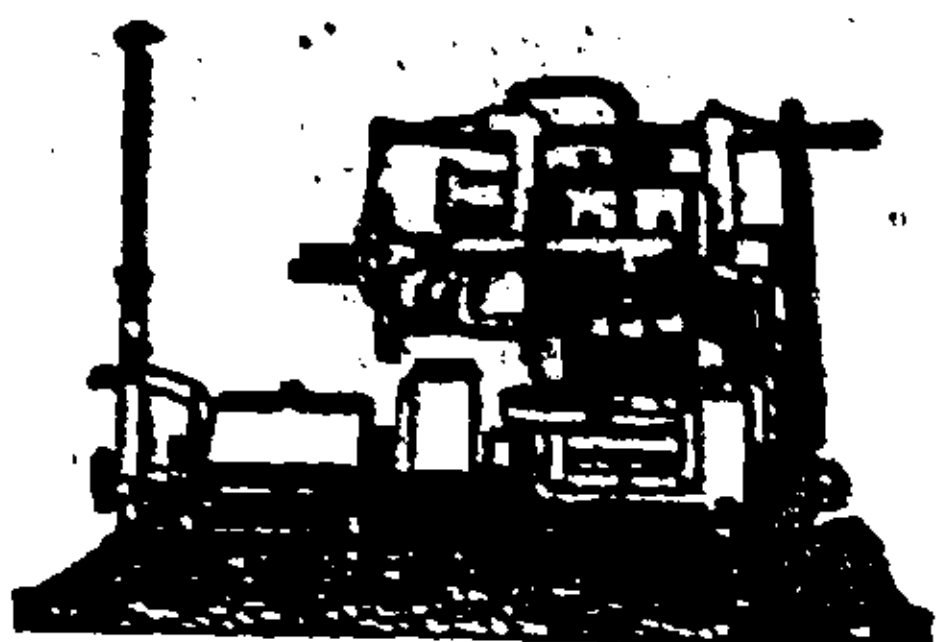
### DON'T FORGET.

TO-DAY  
Theatre Royal — Bandman Company present "Lord Richard in the Pantry"—9.15 p.m.  
Coronet Theatre—5.15 and 9.15 p.m.  
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW  
Coronet Theatre—5.15 and 9.15 p.m.  
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.



NOTICES.



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Hongkong, 16th August, 1916.

THE NEW FRENCH SYSTEM  
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THE FOOTBALL  
ASSOCIATION.

ANNUAL MEETING.

The annual meeting of the H.K. F.A. was held in the Recreation Room, R. G. A. Barracks, last evening. The chair was taken by Mr. Wilton, Mr. Ralston, Hon. Secretary, read the minutes of the previous meeting, which were passed. A letter was read from Mr. Rasmussen resigning the Secretaryship of the Second Division. There were two candidates for the office, Mr. Symonds and Mr. Birkenhead. Owing to the uncertainty of Mr. Birkenhead's being here all the season, Mr. Symonds was elected. Mr. Ralston read a considerable amount of correspondence relating to last year's Second Division medals, which as yet have not arrived. It was proposed by Mr. Ralston that the medals for the forthcoming season be ordered right away.

Entries for the coming season are to be sent to the Hon. Secretary, Mr. J. Ralston, Queen's College, not later than Friday, 1st, October. After that no entries will be entertained.

The following teams propose entering for the Hongkong League.— 1st Division.—Hongkong Club, R.G.A., Police, H. M. S. Amherst, Submarine Depot, H. M. S. Tamar and Tenders, South China (two teams), Kowloon; and it is hoped that the Carlisle will also join, turning over the matches to the new-comers.

In the Second Division the probable entries are as follow.— Staff and Departments, Kowloon, St. Joseph's, 22nd Punjab, I.R.C., Club Recruit, United, South China (two teams), also, possibly, the R. G. A.

The question was raised whether a Third League should be formed, Mr. Ralston stating that it would facilitate the finishing of the League, and also help the Shield Competition, which would not then drag on so long.

Secretaries who are sending in their applications and entries for the coming season are requested not to forget to send in the entrance fees, also to name their colours.

Mr. Birkenhead gave notice to move that referees should be paid the same for all matches, whether First or Second Division, as all the Second Division matches are usually played in the early afternoon at 3 p.m.

It was requested that all gentlemen who are qualified referees or who wish to qualify as referees send in their names and qualifications, if any, to Master Gunner May, Victoria Barracks, the Referees' Secretary, as soon as possible.

It is hoped to be able to start both Leagues not later than the third week in October, providing that all teams are punctual with their entries etc. The representative of the Wilts. was not present, but it is hoped they will enter a team in each Division; they certainly have plenty of men to pick from, and it will be a great disappointment if they are not in.

INTERPORT LAWN  
BOWLS.

SHANGHAI'S NARROW WIN.

"Skip" in the China Press reports as follows: Hongkong's two matches in the triangular interport at Shanghai, won by Shanghai.

Hankow v. Hongkong. Hankow failed to reproduce the form they displayed against Shanghai and furthermore were distinctly out of luck. Many well delivered woods just failed to achieve their mission, often missing by the narrowest margin. Paul was most unfortunate in this respect.

Hongkong gave a splendid all-round exhibition on a fiery green, and adapted themselves to local conditions with remarkable quickness. Muirhead maintained a good length throughout. Pile was a trifle short. Farrell was a host in himself and played a great game, whilst Lapsley skipped in a quiet but masterly manner. Hongkong opened against Hankow with a three and added another at the fourth end, whilst Hankow got two singles. The game continued very even up to the eighth, when the score read Hongkong 7, Hankow 6.

Hongkong here had a remarkably good run, scoring 18 in 8 ends, including 2 fours, a five and a three.

Hankow could only reply with three pairs and a single. The result was a win for Hongkong, 29 points to Hankow's 18. The teams were:

EARLIER TELEGRAMS.

FUTURE OF HAYTI.

Washington, Sept. 21.

Senator Harding in his election speeches has been commenting on the inconsistency of President Wilson's policy in Hayti and the self-determination clauses of the League of Nations Covenant. Secretary Colby, replying, has made a statement that the Government hopes to end the occupation of Hayti as soon as the benevolent purposes for which they intervened are achieved. The work which the United States undertook in Hayti under the Treaty agreement is nearing completion.

DANISH ELECTIONS.

Copenhagen, Sept. 22.

The elections for the Folkething, necessitated by the incorporation of North Slesvig with Denmark, resulted in the composition of the new Folkething being essentially unchanged. The reduction of the voting age from 29 to 25, which it was expected would largely increase the number of Socialist members, merely resulted in the Socialists gaining six seats.

SWEDISH ELECTIONS.

Stockholm, Sept. 22.

The elections for the Riksdag finally resulted in the Conservatives gaining twelve seats, the Farmers' National Union seven, while the Liberals lost twelve, the Social Democrats five, and the Left Socialists four out of the five seats previously held. The number of candidates returned by the respective parties was unchanged compared with the last elections, except in the case of the Bolshevik party, the so-called Left Socialists.

RACE RIOT IN CHICAGO.

London, Sept. 22.

A telegram from Chicago states that a negro with a razor practically cut off the head of a white man, leaving him dead. A race riot ensued. A crowd chased three blacks into the Catholic Church. Two hid in the confessional boxes, and the priest courageously held back the crowd until the arrival of the police.

CHEAPER MOTOR CARS.

Detroit, Sept. 22.

The Ford Company has announced the re-establishment of pre-war prices immediately, which means reductions of 14 per cent. and 31 per cent. respectively in the prices of motor-lorries and small cars, on the ground of the necessity of beginning to bring back the life of the country to normal and call a halt to war methods, high prices and profiteering. Wages are unaffected.

FRENCH TRADE.

Paris, Sept. 22.

The French foreign trade statistics for the first eight months of 1920 show imports of £24,561,000,000, an increase of £2,918,000,000 compared with the corresponding period of 1919; but the imports of raw materials essential for French industries was responsible for eleven milliards thereof. The Exports were £14,405,000,000, an increase of £3,563,000,000.

Hongkong: R. Lapsley (skip), P. Farrell, A. G. Pile and J. Muirhead. Hankow: J. Paul (skip), S. J. Godwin, J. W. Burtwell and G. B. Miller.

| Full score: | Hankow | Hongkong |
|-------------|--------|----------|
| Ends        | Score  | Score    |
| 1           | —      | 3        |
| 2           | 1      | —        |
| 3           | 1      | 2        |
| 4           | —      | 2        |
| 5           | 1      | 3        |
| 6           | —      | 3        |
| 7           | 1      | 4        |
| 8           | 2      | —        |
| 9           | —      | 6        |
| 10          | —      | 6        |
| 11          | —      | 6        |
| 12          | —      | 6        |
| 13          | 2      | 8        |
| 14          | —      | 8        |
| 15          | 2      | 10       |
| 16          | —      | 10       |
| 17          | 2      | 12       |
| 18          | 1      | 12       |
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| 24          | —      | 13       |
| 25          | —      | 13       |
| 26          | —      | 13       |
| 27          | —      | 13       |
| 28          | —      | 13       |
| 29          | —      | 13       |
| 30          | —      | 13       |

visitors to get the Jack failed and Shanghai were left winners by the narrow margin of two points. Lapsley played a magnificent game for Hongkong and saved on several occasions when Shanghai were lying four and three. His "tick tacking" was a novel feature in skipping and tickled the crowd. All his instructions were given by signs, which shows a perfect understanding between players.

Farrell also was extra good and Muirhead and Pile played exceedingly well, the former's struggle with Dunlop being a feature of the game. Shanghai's four played solidly together and experienced hard luck several times. They never gave anything away and deserved their win.

The teams were: Hongkong: R. Lapsley (skip), P. Farrell, A. G. Pile, J. Muirhead. Shanghai: J. T. Disselduff (skip), R. C. Aitkenhead, D. McAlister, G. Dunlop.

| The score: | Shanghai | Hongkong |
|------------|----------|----------|
| Ends       | Score    | Score    |
| 1          | 2        | —        |
| 2          | 3        | —        |
| 3          | 1        | 6        |
| 4          | 2        | 8        |
| 5          | 2        | 10       |
| 6          | —        | 10       |
| 7          | —        | 10       |
| 8          | —        | 10       |
| 9          | —        | 10       |
| 10         | —        | 10       |
| 11         | 1        | 11       |
| 12         | 4        | 15       |
| 13         | —        | 15       |
| 14         | —        | 15       |
| 15         | 1        | 16       |
| 16         | 1        | 17       |
| 17         | —        | 17       |
| 18         | 1        | 18       |
| 19         | —        | 18       |
| 20         | —        | 18       |
| 21         | 2        | 20       |
| 22         | —        | 20       |
| 23         | —        | 20       |
| 24         | —        | 20       |
| 25         | —        | 20       |
| 26         | —        | 20       |
| 27         | —        | 20       |
| 28         | —        | 20       |
| 29         | —        | 20       |
| 30         | —        | 20       |

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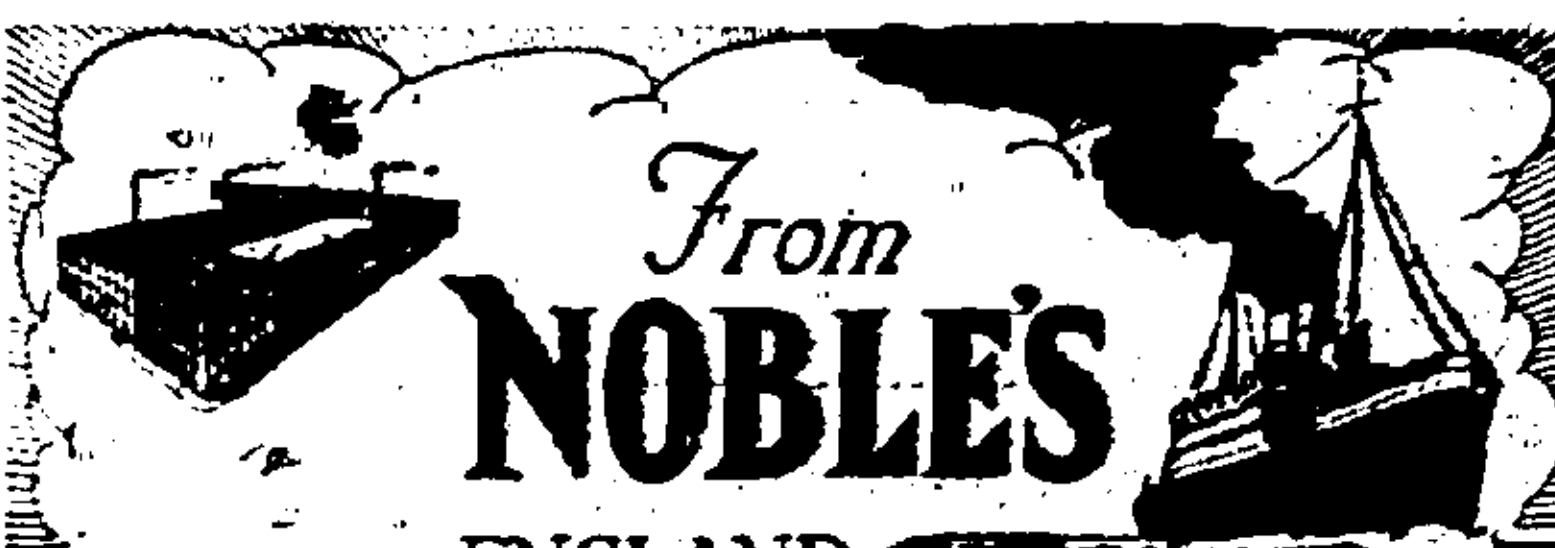
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Mr. Donald took exception to Mr. Mackenzie King's objection to the term "Imperial" in connection with the Press Conference, pointing out that there were strong objections to the use of the word "British" in that connection, while "Imperial" had no political significance. Regarding cable facilities, he said the position now was really worse as a result of the war than in 1901, although considerable advance had been made in wireless and the former German cable to Halifax was now in British possession, where he hoped it would remain as part of the "big indemnity which we are not going to get." He suggested that a cable company should be started to compete with the Eastern between Great Britain, Asia, Africa, and India. That company, he said, had made huge profits under its monopoly. The universal penny postage obtaining in pre-war days was not more reasonable than a universal cable rate of a penny per word for British possessions. Mr. Dafoe, of the Manitoba Free Press, emphasised the objection of the Canadian publishers to Government assistance, implying control or influence other than by the newspapers themselves.

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Sir Roderick Jones, chairman of Reuters, supporting the resolution, pointed out that the cable companies laboured on the one hand under the disability that the proper maintenance of their lines had always been difficult and sometimes impossible during the war, and on the other hand that the amount of traffic since the Armistice—official, commercial, and Press—had enormously increased. This increase would certainly continue, and more lines would be required. He recommended that the Conference should appoint a small committee to take up in London with the cable companies and the authorities the question of extended cable facilities, and also to inquire how far the demand of newspapers for reduced rates could be met. He supported Mr. Robert Donald's aim of a penny a word throughout the Empire as a laudable ideal, but they as delegates, he explained, must be practicable and know

their facts. These facts the proposed committee could obtain. He feared the penny a word proposal was not a feasible proposition in the near future, but should be kept before them as an ideal to aim at.

Mr. Geoffrey E. Fairfax, chairman of the Australian delegation, moved the following as an alternative motion: "That the Empire Press Union should use its influence to secure better, quicker, and cheaper facilities for the dissemination of news by cable, wireless, and other methods throughout the Empire. The Government to assist in such provision, its assistance, however, to be limited to providing increased and cheaper cable, wireless, and other facilities, all of which are declared to be essential to the strengthening of the Empire relations."

BEST METHOD TO SET OFF  
BOLSHEVISM.

Mr. H. R. Denison, of the Sydney Sun, seconded the resolution, and gave interesting figures showing the cost of cabling over the eastern extension between Great Britain and Australia since its inception in 1871, during a portion of which period guarantees had been given by various Australian States enabling the Company to off-set any loss incurred by them in reducing rates. He further pointed out that Australia, New Zealand, and other countries remote from the centre of the Empire were not without their revolutionary elements, whose activities were largely caused by the want of knowledge of what was being done in civilised countries. He urged that cheaper rates were necessary if the proletariat was to be kept correctly informed of the world's affairs. This was also the best method of setting off Bolshevism, which was stalking through the world to-day. Since the war the cable business to Australia had more than doubled, and receipts were much greater than the figures on which the agreement of 1902 was based, and which provided for a proportionate according of rates for public and Press messages, according to the rate of increase in business. He claimed, therefore, that, inasmuch as the abnormal conditions created by the war were now past, the cable companies should be compelled to honour this agreement, which had been abrogated by the war, and still further to reduce the rates in accordance with the terms of that agreement.

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Mr. Crosbie Rolls, of Ceylon, Chairman of the Asia Delegation, presented a resolution declaring that the Empire and the world should be provided with the advantage of wireless telegraphic and telephonic communication. Sir Campbell Stuart, seconding, paid a tribute to Chevalier Marconi's constructive imagination. He suggested, however, that the newspapers were diffident as to the use of wireless for the transmission of news, as it was a medium which might be tapped by rivals.

Mr. Burroughs, manager of the news department of the Marconi Company replying, said a new system of transmission to greater distances was in operation despite the adverse weather conditions. He asserted he was able to give practical assurance that there was no risk of news messages sent at high speed being picked up by a newspaper for whom they were not intended. Slow speed transmission would permit of the distribution of news to numerous newspapers. He explained his Company's proposals for the establishment of an imperial wireless system.

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Viscount Chinda, the Japanese Ambassador, who is shortly returning from office and returning to Japan, was the guest of the Knights of the Round Table at a farewell luncheon at Simpson's recently. Sir Trevor Dawson, Knight President, was in the chair, and amongst those present were Admiral Iida, of the Japanese Navy; General Sir Leslie Rundle, Sir Ernest Wild, K.C., M.P.; Sir Percy Thompson, Sir Henry J. Hall, Sir Peter M'Brice, and Sir J. MacKechnie.

Sir Trevor Dawson, in proposing the health of the guest, referred to his Excellency's long and distinguished diplomatic career in the service of Japan, and expressed the hope that the great alliance between Great Britain and Japan might continue. (Cheers.)

At the suggestion of the Knight President, Viscount Chinda was made a Knight Vice-President of the Club.

Viscount Chinda, in reply, said he was intending to leave this country in the course of the next week or ten days. The experience he had gained during the four years in which he had held his post had taught him how truly to appreciate and admire the genius and greatness of "this great nation." He had observed the nation in the throes of a death struggle, in the exaltation of triumph, and in the difficult task of working out reconstruction. "In my opinion," he declared, "tried by these severest of tests, this great nation has demonstrated itself to be sound to the core, and to be equal to every emergency that can arise."

ADMIRATION FOR BRITISH  
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In the course of his career, he continued, he had been transferred from one Court to another, but he did not remember ever having left his post with so great an enthusiasm and admiration for the nation he left behind as on this occasion. It was a great gratification to him to be able to feel that he was perfectly warranted in saying that the relations between the two countries had never been so close as they were to-day. He was one of those who believed most strongly in the desirability and advisability of keeping up the "great alliance" between Great Britain and Japan. "Whatever I may become, wherever I may be when I leave these shores, rest assured, my brother Knights, that I shall deem it my labour of love to work for that alliance and for the promotion and strengthening of the bonds of friendship between our two countries."

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Lord Burnham, closing the debate, said it would be a perfect scandal if, owing to personal intrigue, the Press were deprived of a cheap and easy method of communication within the Empire, and he hoped the authorities would get busy to use a phrase of Mr. Lloyd George's, and set upon the motion.

The resolution was carried and the Conference adjourned—Reuters.

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NIGHT GOWNS CORSET COVERS COMBINATIONS  
ENVELOPE CHEMISES CAMISOLES BLOOMERS  
UNDER-SKIRTS DRAWERS CHEMISES  
PRINCESS SLIPS

LANE, CRAWFORD & Co.



## WATSON'S

## HYGIENOL

A Powerful Disinfectant  
Germicide & Deodorant.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Telephone No. 16.



## HALL'S DISTEMPER

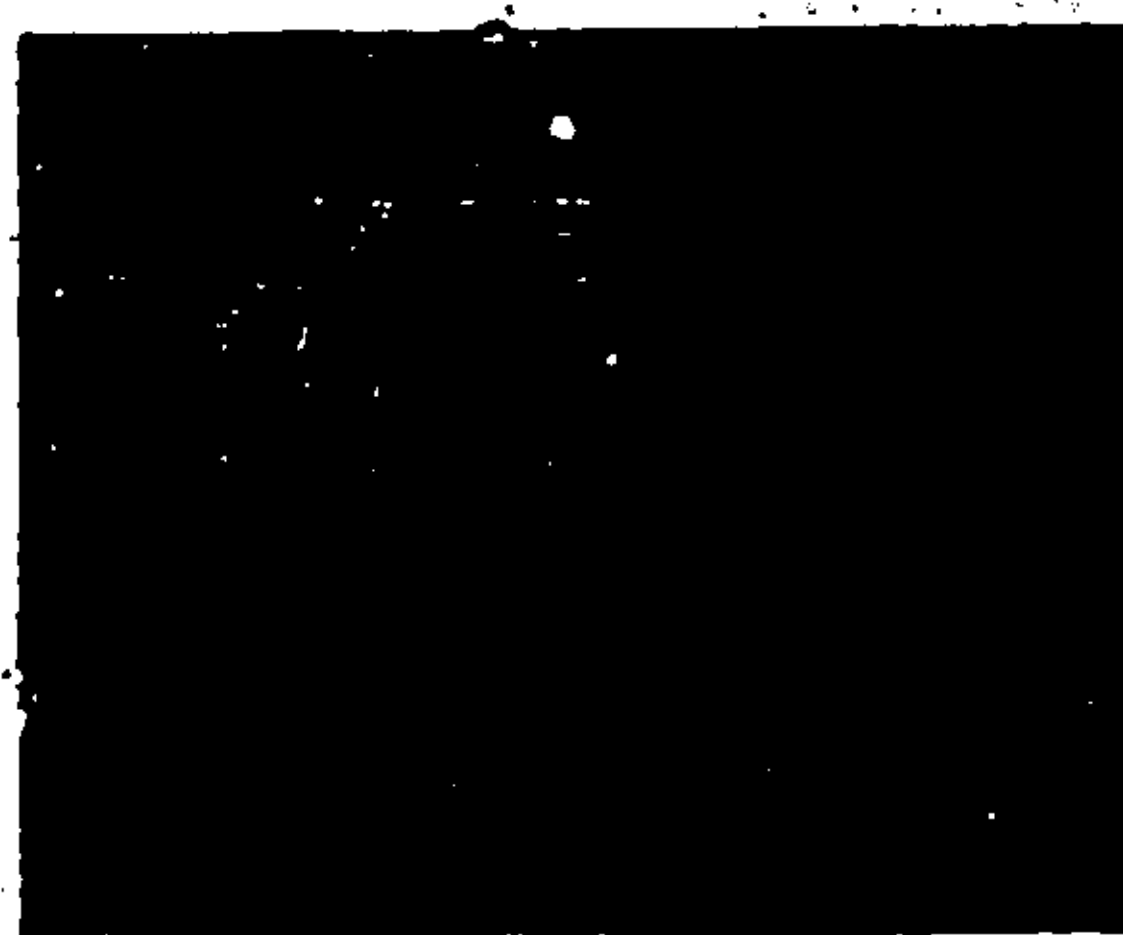
THE KING OF WATER PAINTS

It is durable, washable, and high in quality. It is the ideal wall covering for your home or office.

Handled by all Contractors and Painters. Write for our Brochure on "How to improve your home."

WILLIAM C. JACK & CO., LTD.

Sole Agents  
Hongkong & South China.



BATHS &  
LAVATORY  
FITTINGS.  
SANITARY  
GOODS &  
APPLIANCES.  
FLOOR &  
WALL TILING  
FOR  
HOUSES &  
SHIPS.

C. E. WARREN & CO., LTD.

30 & 32, Des Vœux Road Central.

## FEUERHEERD'S ROTORS.

THE LATEST REVOLUTION IN PUMPING

DWARF  
IN SIZE

GIGANTIC  
IN CAPACITY

Two working parts only.

Entirely British.

Stock Carried.

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UNION ENGINEERING CO., LTD.

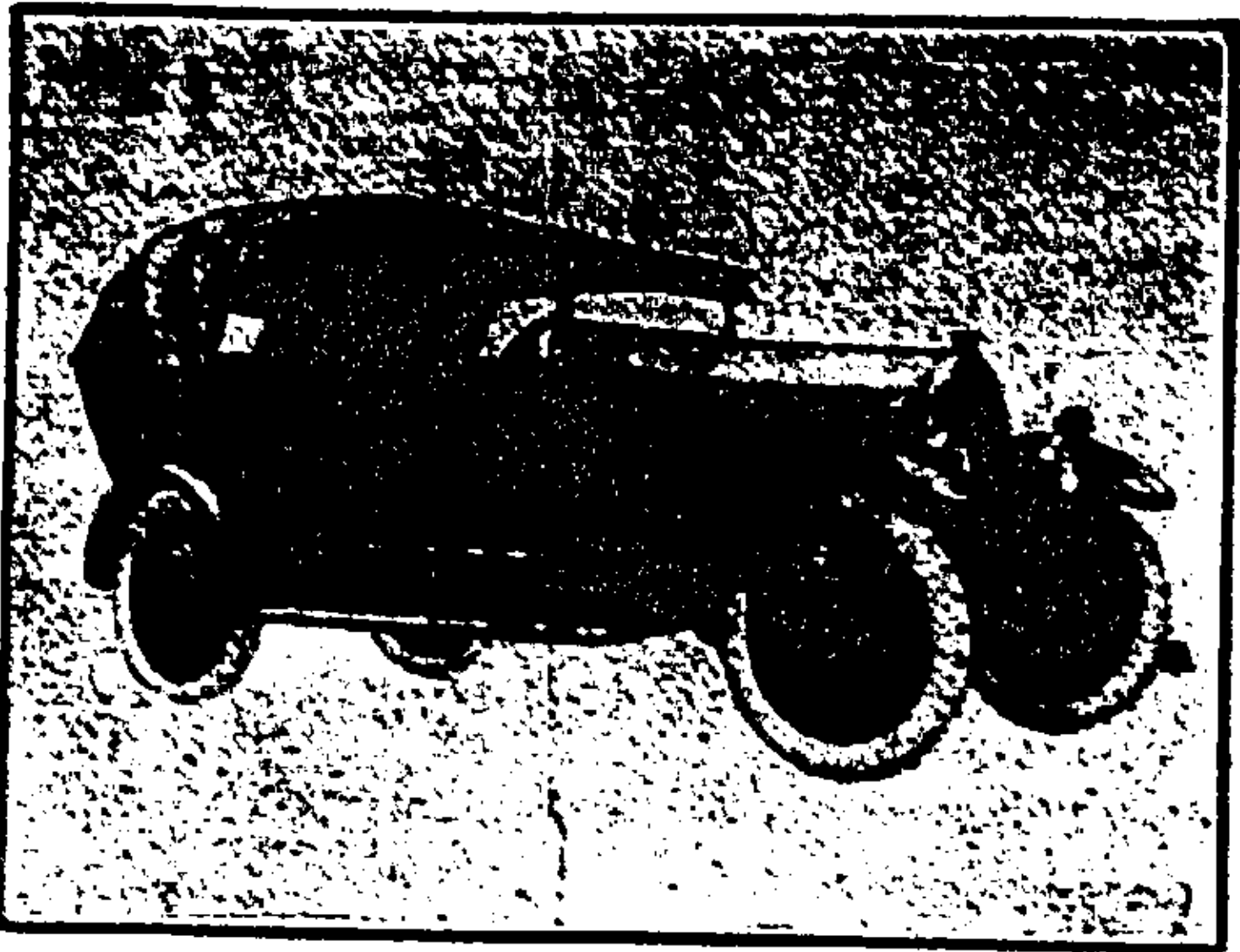
York Building.

Chater Road



# THE BRITISH CAR

of Quality and Value.



The RUSTON-HORNSBY 35 h.p. 5-Passenger Touring Car.

The first shipment of these beautiful up-to-date British cars is due on the S.S. "Gleniffer" in September. Enquiries invited.

**THE DRAGON MOTOR CAR COMPANY**  
THE EUROPEAN GARAGE  
AGENTS FOR HONGKONG, CANTON & MACAO.  
TEL. 482 AND 3552

## MILLIONS THROWN AWAY

£23,564 FILM NEVER USED.

Fresh revelations of official waste are made in the report, issued recently by the Committee of Public Accounts, dealing with the expenditure of Government departments in the year 1918-19. In this the public is told of the expenditure of £23,564 incurred by the National War Aims Committee on the production of the "National Film," purporting to give scenes which might have occurred had this country been invaded—a film which was never publicly presented.

Strong criticism is offered of insufficient financial control over its undertakings by the Foreign Office. On the "Arab Bureau" at Cairo, with agencies in Arabia for the collection of intelligence during the war, £34,510 was spent in 1918-19.

A refund to the Egyptian Government of £60,000 was approved without question. Later it appeared that a clerical error had occurred and that the correct figure was £6,000.

**COSTLY RUSSIAN VENTURE.** Considerable difficulty has been experienced by the Committee in understanding a scheme for financing General Alexeff, started at the end of 1917. A total sum of £1,698,000 is involved, part of it being concerned with a scheme for a Co-sack State bank. This was never set up, owing to the spread of the Bolshevik revolution. Why, under the circumstances, money was actually paid, and whether anything was done with it which was of use to the cause of the Allies, are questions that are still obscure.

An agreement was made in 1917 with a steel firm by which, with Government assistance, they should carry out extensions estimated to cost £1,743,000 in order to increase production during the war.

By 1919 the estimate had been raised to £3,353,000, and eventually a sum of £2,250,000 was paid them in settlement. For this the country received no return.

**FOUR MILLIONS LOSS ON PLOUGHING.** Two important schemes are motor-tractor ploughing and horse ploughing undertaken by the Food Production Department involved losses, it is stated, of £3,000,000 and £1,000,000 respectively. On a coal-boring scheme near Lough Neagh £15,000 was spent, though this led to nothing. The responsibility for the scheme rests, say the Committee, with the then First Lord of the Admiralty. He was given a free hand, and omitted to ascertain the views of Labour. It should be considered, says the report, whether the house provided for the Lord Chancellor, which is now partly unoccupied, cannot be used for public purposes. The cost of the war, "shown in a general way," the Committee suggests, is indicated by the total of the votes of credit—viz., £8,417,478,490.

## EXCHANGE.

(Opening Rate: closing Rate on Page 11.)

### SELLING.

|                   |         |
|-------------------|---------|
| T/T Demand        | 4/3     |
| 30 d/s            | 4/3 1/4 |
| 60 d/s            | 4/3 1/2 |
| 4 m/s             | 4/3 3/4 |
| T/T Shanghai      | Nom.    |
| T/T Singapore     | 184     |
| T/T Japan         | 144     |
| T/T India         | Nom.    |
| Demand, India     | Nom.    |
| T/T San Francisco | 74 1/4  |
| co & New York     | 74 1/4  |
| T/T Batavia       | 227 1/2 |
| T/T Marks         | Nom.    |
| T/T France        | 10.90   |
| Demand, Paris     |         |

### BUYING.

|                                     |         |
|-------------------------------------|---------|
| 4 m/s. L/C                          | 4/5 1/4 |
| 4 m/s. D/P                          | 4/5 1/4 |
| 6 m/s. L/C                          | 4/6     |
| 30 d/s. Sydney and Melbourne        | 4/6 1/4 |
| 30 d/s. San Francisco co & New York | 76 1/2  |
| 4 m/s. Marks                        | Nom.    |
| 4 m/s. France                       | 11.50   |
| 6 m/s. France                       | 11.70   |
| Demand, Germany                     | 77 1/4  |
| T/T Bombay                          | Nom.    |
| Demand, Bombay                      | Nom.    |
| T/T Calcutta                        | Nom.    |
| Demand, Calcutta                    | Nom.    |
| On Yokohama                         | 144     |
| Demand, Manila                      | 164 1/2 |
| Demand, Singapore                   | 184     |
| On Haiphong                         | Nom.    |
| On Saigon                           | Nom.    |
| On Bangkok                          | 49 1/2  |
| Sovereign                           | 4.60    |
| Gold leaf per Tael                  | 35      |
| Bar Silver, ready                   | 59 1/2  |
| forward                             | 59 1/2  |
| Bank of England rates               | 7 1/2   |
| New York/London                     | 3.49    |

### SUBSIDIARY COINS.

|                       |              |
|-----------------------|--------------|
| H'kong 50 cts. pieces | par          |
| 10 "                  | par          |
| 5 "                   | 3/8 dis.     |
| Canton sub-coins      | 112 1/2 dis. |

### BATTLE OF JUTLAND FLAG.

FAMOUS PIECES OF BUNTING AT CRYSTAL PALACE. There are several new features at the Crystal Palace Exhibition, says a Home paper.

Visitors can be photographed by the side of the 18 in. B.L. gun, the heaviest used in the war, for a shilling. The first pictures taken were those of actresses, including Miss Daphne Pollard.

Another attraction which aroused much interest was the collection of flags. Viscount Jellicoe has presented to the Imperial War Museum the flag flown on his ship at the Battle of Jutland.

The white flag hoisted by the Turks on the surrender of Jerusalem may be seen, and also the small flag used by Lord Allenby on his entry into that city. The French Government have sent over the Tricolour which floated over the famous fort of Douanmont, at Verdun. The piece of scarlet silk deposited by the ex-Kaiser on the tomb of Saladin at Damascus has been presented by the Emir Feisal.

## St. Andrew's Kowloon Patrol RECRUITING MEETING

AT St. Andrew's Church Hall

ON MONDAY 27th Sept. 6 p.m.-7 p.m.

All members are requested to attend

and

All Kowloon British Boys of 10-18 are wanted.

ROLL UP! BOYS! ROLL UP!

## WISEMAN LTD.

### DINNER DANCE

ON MONDAY Sept. 27th

Dinner and Dance \$2.00

Dancing only \$1.50

D. M. GOODALL,

Manager.

### NOTICE.

#### KOWLOON CRICKET CLUB.

The ANNUAL GENERAL MEETING OF MEMBERS will be held in the Club house on WEDNESDAY September 29th, at 5.30 p.m.

**BUSINESS.**—To pass report & Accounts for 1919-20. Elect officers & Committee for 1920-21. General.

L. J. BLACKBURN,

Hon. Secretary.

Hongkong, 21st September, 1920.

### NOTICE.

#### HONGKONG FOOTBALL CLUB.

The 33rd Annual General Meeting of Members will be held in the offices of Messrs. Jardine Matheson & Co. Ltd., (top floor) by kind permission on Tuesday 28th September, 1920 at 5.45 p.m.

### BUSINESS.

Passing of Annual Balance Sheet, election of Officers, i.e. Secretary, Treasurer and Committee.

To consider any business in the interest of the Club.

G. GERRARD,

Hon. Secretary.

### NOTICE.

#### VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS will be held on

THURSDAY 30th, Sept. FRIDAY 1st Oct. at 4.30 p.m.

and on

SATURDAY 2nd of Oct. at 3.30 p.m.

ENTRY FORMS can be had from SECRETARIES OF CLUBS, or on application to the undersigned. Entries close on MONDAY the 27th instant and will not be accepted unless accompanied by Entrance Fees to

R. C. WITCHELL,

Hon. Secretary.

### NOTICE.

R. A. O. B.

HARRY BRETTEL LODGE

No. 2680.

A WHIST DRIVE AND DANCE will be held in connection with the above lodge on THURSDAY 30th September, 1920, in the R.A. Theatre, Victoria Barracks, commencing at 7.30 p.m. sharp. Entrance Fee 50 cents. Refreshments Provided. Band in Attendance.

F. OLAPHAM,

Hon. Secretary.

## NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 27th day of September, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land above Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

### PARTICULARS OF THE LOT.

| No. of Lot   | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
|--------------|------------|----------|-----------------------|------|-------------------|---------------|
| Lot No. 2311 | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 1            | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 2            | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 3            | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 4            | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 5            | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 6            | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 7            | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 8            | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 9            | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 10           | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 11           | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 12           | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 13           | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
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| 18           | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 19           | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 20           | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 21           | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
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| 25           | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
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| 99           | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |
| 100          | Regulatory | Locality | Boundary Measurements | Area | Approximate Value | Proposed Rent |

### PARTICULARS OF THE LOT.

G.  R.

## NOTICE.

Particulars and Conditions of the letting by Public Auction to be held on Monday, the 25th day of September, 1920, at 3 p.m., at the Offices of the Public Works Department, by order of His Excellency the Governor, of one Lot of Crown Land at Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor General, His Majesty the King for one further term of 75 years.







It is generally admitted that most Whiskies have now a "Post-War Weakness"

It is claimed that

WATSON'S

E

WHISKY

still maintains its high standard of quality. The same blend, same good old age—mellow—news, character and fine flavour—Forty years' reputation.

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.  
ESTABLISHED 1841.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 25, 1920.

## EDUCATION IN HONGKONG.

We have just been reading in a Canton paper that not a day goes by in the adjacent province of Kwangtung when some students do not go on strike because of unworthy and incompetent principals or teachers being forced upon them. The trouble appears to be that the schools have been used by political adventurers for their own purposes and that the supporters of the high officials have no difficulty in getting scholastic appointments, even though they may be totally unfitted for the work. Mention is made of a practically untrained man, wholly ignorant of modern educational methods, being appointed principal of an important Government girls' school while trained women, educated abroad at the Government's expense in the best European and American institutions, are left without any post at all. Thus it comes about that there is much complaint regarding the tuition which is given, both on the part of parents and of pupils, some of the latter of whom refuse to attend school to receive instruction from those obviously unqualified for the work.

When we read these statements we began to think of education in Hongkong and of the complaints which we hear from time to time in regard thereto. Happily, the cases are by no means of means on all fours. There is no political lobby in this Colony so far as our educational establishments are concerned, and we don't suppose for an instance that there ever will be. Neither do our students go "on strike"—a most presumptuous procedure which is best corrected by the free use of a slipper, for a purpose for which it was never originally intended. But that we have inefficient, or, shall we say, unqualified teachers engaged in the task of imparting knowledge to the younger generation in our midst, no-one will deny. We don't know whether the situation in this regard is in any way comparable to that in the Province which has provided us with the text for these few observations, in the sense that unqualified teachers are given appointments whilst others with no shortcomings of this nature are available on the spot. The probability is that it is not, for the simple reason that qualified teachers seeking employment are not usually met with in this part of the world. What is more than likely is that untrained teachers are employed because there are none other to be obtained locally, but that they could not be secured from Home if sufficient inducement were offered would be absurd to contend. We desire to write plainly on this question of uncertified teachers being freely employed in this Colony because of late we have heard numerous complaints of the unsatisfactory tuition which is given children both in Hongkong and Kowloon. It seems that the authorities are willing to appoint almost anybody to teacherships, as though the instruction of the rising generation were a thing that did not greatly matter. Such a policy is neither fair to those teachers who are certificated, nor to the children who are taught, nor to parents who pay the fees and who expect that at least a decent grounding in ordinary subjects shall be given. As matters are in some schools, that expectation cannot be realised, and we think it high time the Government adopted a more liberal educational programme, laying it down as part of its policy that all adult teachers should be certificated and making the reward sufficiently attractive to bring really capable tutors to the Colony. We are glad to think that we have a number of qualified teachers in our midst, but even these, we fear, are not permitted much scope for their ideas, and they certainly have a grievance at the continued employment of men and women who, to put it very mildly, are not fitted for the work with which they are entrusted.

As to the general education system of the Colony, it badly needs overhauling, and that can only be accomplished by putting at its head a *pukka* educational expert, giving him freedom to amend and extend as he sees fit. In particular, the European schools of the Colony need looking into and reorganising. As we have before pointed out, these institutions are neither primary nor secondary schools; they are hybrids. If we had a couple of good elementary schools, with one central secondary school to which these could act as feeders, there would be less necessity than there now is for sending our young people either to Wei-hai-wei, Chefoo or, in their earlier years at any rate, Home. The whole system of education here wants pulling to pieces and then reconstructing. And the best way to do that would be to get an expert out from Home, let him study the needs of the Colony, make him Director of Education and then give him a free hand to begin all over again.

## NOTES & COMMENTS

### WASTED ENERGY AND MONEY.

People who frequent Ice House Street are having a quiet smile at the P.W.D., though it is a smile that is indulged in out of compassion rather than because of any humour. It's in connection with those new motor signs. On the very day that the road was officially closed to motor traffic the new signs were erected. The one outside Messrs. Hughes and Hough's was placed half-way round the corner into Des Vaux Road. In fact it was an obstruction to pedestrians and to all who had to enter the Des Vaux Road entrance to the premises of the firm named. We were, therefore, quite pleased to see that in less than two days some fresh coolies were at work, making another hole closer to the wall of the building, in which the post is now erected. Let's hope it is there for good. Then again, the warning post erected at the corner of the American Express office was wrongly placed. It was difficult to tell whether it applied to Queen's Road or to Ice House Street. That, too, has been hauled up, another hole made, and the post re-erected a few yards off and in a much better position. But this is not all. The post outside the *Hongkong Telegraph* office has had to be shifted from where it was first planted. That makes six holes and six erections for three posts. Whether the post at the top of Ice House Street had to be moved we cannot say, as we have not passed the spot during the last two or three days. Whilst we give a most hearty welcome to these posts, the manner and method of their erection leave us a little sad, and we join with others in our neighbourhood who are indulgently smiling at this instance of official inefficiency. Why, in the name of economy and common-sense, these posts could not have been properly erected the first time beats us altogether. Three out of four (and for all we know it might have been the whole four) is altogether ridiculous. Besides, it's wasteful and we don't like to see public money wasted in that way.

### LIBERTY?

We have always understood that America prides itself on the liberty that is allowed its citizens, and for that reason we fail to understand why it is that certain Socialists who have been elected for the New York State Legislature have again been expelled. Five Socialists were constitutionally elected, but a few months ago they were expelled from the body on charges of disloyalty. Despite that fact they offered themselves for election again and were recently re-elected. By the votes given them they have a perfect right to sit in the Legislature, yet Reuters informs us that three of them have again been expelled and the remaining two have resigned. When the first expulsion took place there was a storm of indignation and protest on the part of all real democrats all over America and we can well imagine that something similar will take place again. But something further ought to happen, and that is insistence on the unhappier expression of the democratic principle. These particular Socialists may be very undesirable people, but if constitutionalism is to be worth anything, then constitutionally elected representatives of the people must be allowed to sit in the assembly to which they have been elected. If this kind of intolerance had been exhibited in any other country than in America, we should not have been inclined to have taken much notice of it, but we look for something a little different in the land where liberty and freedom are so highly vaunted.

### A FATEFUL DAY.

To-day is the fateful one on which the strike notices handed in by the miners of England expire. Whether a strike has been averted or not is not known at the time of writing, and we can only hope that the latest suggestion by Mr. Lloyd George has sufficiently impressed the men's leaders to cause them to stay their hand while that suggestion is being investigated. One rather expected that Mr. Lloyd George would be an eleventh-hour surprise. He has brought the miners' wage demand down to a question of whether they deserve it and has given them room to prove that they do. He tells them to confer with the owners, fix a level of output (somewhere about the present level), and then go ahead and produce more coal and so earn specially

## DAY BY DAY.

IF MEN COULD BUT SEE THE CONSEQUENCES OF THE EVIL THINGS THEY DO THEY WOULD PROBABLY TRY TO AVOID THE CONSEQUENCES. WHILE THEY WERE DOING THE EVIL.

There were no cases of public interest at the Police Courts this morning.

The name of Norihisa Shimakawa has been added to the Dental Register.

It is notified that the name of the Cherry Embroidery Company, Limited, has been struck off the Register.

The engagement is announced of Mr. Ejelle Hausmann, of Messrs. Hausmann, Kern and Co., and Miss Erlinda Muller, of Manila.

The following additional firm has been granted a licence to trade under the Non-Ferrous Metal Industry Ordinance, 1919:—Chan Yue Teng.

The *Gazette* notifies that the Hon. Mr. William Chatham, C.M.G., returned to the Colony on the 22nd September, and resumed duty as Director of Public Works.

The total output of the Kailan Mining Administration's mines for the week ending 11th September amounted to 91,671 tons and the sales during the period, to 48,209 tons.

It is notified that the provisions of the Merchant Shipping (Convention) Act, 1914, have been postponed from coming into operation until the 1st day of January, 1921.

We understand that a settlement has been reached in the case in which Mrs. Crispin sought a separation order against her husband on the grounds of cruelty and neglect. Mrs. Crispin was a passenger last evening by the Khiva.

Owing to impaired health, Mr. A. Balcen, sub-accountant of the Hongkong and Shanghai Banking Corporation, has had to hasten his departure home on furlough. The Portuguese staff of the Bank, numbering fifty, made a presentation on the eve of his leaving in the shape of a beautifully decorated address, its cover being of blackwood with silver shield in the centre with inscription. He left by the Khiva.

A whist drive was held last evening in the R. A. Mess, Victoria Barracks. The prize winners were—Ladies—1st, Mrs. Marsh (173); 2nd, Mrs. Allison (170); 3rd, Mrs. White (168); 4th, Mrs. Tattam (166); 5th, Mrs. Blackford (134). Gents—1st, Sgt. Major Collins (185); 2nd, Sgt. Campbell (174); 3rd, Mr. G. Bines (172); 4th, Schoolmaster Cowell (172); 5th, Mr. Spanton (135). Master Gunner May, R. G. A. was M.C.

### JUMPING TORPEDO BOAT.

The United States Navy Department is preparing for trial a boom climbing torpedo boat. It is claimed that the boat is capable of leaping at full speed over masses of logs lashed together, crossing minefields, and entering harbours without detection. It was designed by Mr. W. B. Shearer, says a *Central News* New York message. Capable of a speed of 30 miles an hour on the surface, it moves at 20 miles when submerged for firing.

agreed upon extra remuneration. He argues that there must be a relation between wages and output, and we think that few will take up any other stand. The miners are demanding an extra 2/- apart from whether there is an increase in output or not, but we were glad to note that even Reuters was a little hopeful that the matter will be settled without involving the country in a strike affecting not only the mines, but the railways and the transport workers. September 25, 1920, will certainly be a fateful day for England if a settlement is not reached, and it will be a day for rejoicing if it witnesses a compromise.

## HONGKONG TWENTY FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending Oct. 2nd, 1895.)

THE DOLLAR.  
Sept. 26th.—The rate of the Dollar, on demand, to-day is 2s. 2-1/2d.

ON GAS.  
Sept. 26th.—Our correspondent "Illuminant" asks us to ventilate the question of the price of gas. He points out that there has been of late a tendency amongst Chinese shopkeepers to adopt gas as an illuminant in place of kerosene oil, the high price of the latter being one of the inducements and the better light of the "Welsbach" and other newly patented burners being another. He claims that any sensible reduction in the price now charged by the Gas Company would result in the almost universal adoption by Chinese shopkeepers and merchants in preference to any other. This journal has, times without number, urged on the Directorate of the Gas Company the folly of maintaining the present prohibitive rates, and the enormous profits to be obtained by such a reduction of price as would bring gas within the reach of the poorer classes of Chinese shopkeepers. It seems useless to approach them again on the subject. They are utterly benighted and unprogressive. They are making a small but sure profit. They stick to that regardless of any injury or inconvenience that it may be putting the community into. We are afraid they can only be roused up by an attack on the public rights and privileges they possess, and by a determined effort to deprive them of these advantages in favour of some more enterprising concern.

### POLICE PRESENTATION OF MEDALS.

Sept. 27th.—This afternoon the members of the Police Force to whom medals were awarded by the Flaque Recognition Committee were presented with their medals by the Acting Captain Superintendent of Police, Commander W.C.H. Hastings.

### FREE INSURANCE.

Oct. 1st.—We offer to our European subscribers to-day a free insurance against death by accident to the amount of \$1,000. We are unable for the present to offer a similar bonus to our Asiatic subscribers, and to those of our subscribers who are not resident in Hongkong, China or Japan because, as concerns our Asiatic friends, of the difficulties in the way of identification, and, as concerns our distant subscribers, on account of certain inconveniences resulting from the absence in places of agencies representing the Company granting the assurance.

## LOCAL WEDDING.

M. DUPUY—Mlle. CHOUQUET.

A most interesting wedding was solemnised at St. Joseph's Church this morning, the contracting parties being Mons. L. Volny Dupuy, Administrator for Quinon, Annam, and Mlle. Antonia F. Chouquet, who has resided in Hongkong for the past three years and whose father was Directeur of L'Ecole Henri Riviere in Haiphong for many years.

The bride, who wore a gown of white chiffon satin, trimmed with seed pearls, a train of brocade and veil of tulle with orange Berindegue, Director Banque de l'Indon Chine, the dower of the Societe Francaise in Hongkong. She had as her bridesmaids Miss Lily and Miss Pepperell, the former of whom was attired in a dress of flesh-coloured embroidered crepe de chine, whilst the latter wore a dress of ivory embroidered crepe de chine. Mons. Fauvel was "best man."

Subsequently, a reception was held at the Helena May Institute, by kind permission of the President and Committee, where the bride had resided during her stay in Hongkong.

## TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 9.10 a.m. to-day:—

Cyclone or Typhoon 125 deg. Long., 14 deg. Lat., direction unknown.

## SHIPPING NOTES.

(BY "NEPTUNE")

Now that the Hongkong Police are on the warpath in tracking down broachers of cargo, it is hoped this activity and the heavy sentences of the Magistrates may serve to have a salutary effect upon these cargo thieves. The complaint of the merchants is loud-voiced. So far it cannot be said that such thefts in Hongkong are organised, but if the broachers are not dealt with severely there is a fear that the evil will spread. The increased vigilance of the Police can be minimised by the failure of the Magistrates to inflict penalties of such a nature as are calculated to check the evil. The experience of the Port of London Authority is interesting. They found that the volume of theft diminished as the sentences of imprisonment increased, and as underwriters pressed this upon the shipowners at the various ports a saner view was taken of the necessity of more drastic action. Lloyd's Underwriters' Association now cover risks of theft, pilferage and short delivery by a separate policy and for a separate additional premium. The main clauses in this agreement are that "in consideration of an additional premium of—per cent. it is hereby agreed that this policy covers the risk of theft and/or pilferage irrespective of percentage, but only to pay 75 per cent. of the insured value of the goods so lost." Another clause reads thus: "In consideration of an additional premium of—per cent. it is hereby agreed that this policy covers the risk of short delivery for which the liability of the shipowner or other carrier is limited, reduced or negated by the reason of the value of the goods, but only to pay 75 per cent. of the insured value of the goods so lost."

It is stated that the Messageries Maritimes Company are considering the use of oil fuel in order to make good the shortage of coal. One of the vessels has been already transformed, so that it can be fuelled either with coal or oil. Another company that is also experimenting with oil is the Java-China-Japan Line. With the high price of coal, there is no alternative for the shipping companies but to transform some of their vessels to burn oil.

The Shipping Committee of the International Chamber of Commerce, held recently in Paris, recommended that the exact meaning of f.o.b., c.i.f., and all other terms used in international transportation and sale contracts should be codified and clearly defined in an "International Dictionary of Shipping and Quotation Terms" to be issued by the International Chamber.

The Canadian shipbuilding industry is to be assisted in taking foreign orders by an arrangement under which the Dominion Government guarantees the notes of vessels up to fifty per cent. of the value of tonnage of 3,700 tons and over. Under this arrangement orders for between twenty-five and thirty million dollars are expected from France.

German trade, both import and export, flows through strange channels to-day. Cologne and Strassburg have temporarily succeeded Bremen and Hamburg as German ports, with Rotterdam, in Holland, as a feeder. Hamburg and Bremen show but melancholy traces of what they were before 1914. Before the War, Germany owned a mercantile marine of 5,108,600 tons; she now has 501,961 tons, and a quarter of this is composed of tugboats, lighters and trawlers. She has had to deliver to the Allies all ships over 1,500 tons, and half of those between 1,000 and 1,500 tons. Since the signing of the Peace Treaty again legalised German competition, few trade topics have been more discussed than the extent to which it might be expected to prove a factor in the general revival of trade. The most widely varying statements have been made as to the ability of the Teutonic manufacturer to recover lost ground, and many anxious resolutions have been passed by the various trade associations in Britain, Canada and elsewhere protesting against the apprehended dumping of German goods on the world's markets. The German Government itself, by the import and from submarine warfare.

export restrictions it has imposed with a view to strengthening the position of the mark, has made German manufactured goods too dear for profitable export.

The a.s. West Kason has completed the first around-the-world freight voyage, which was inaugurated by the Pacific Mail Steamship Company with Baltimore as the home port. The steamer sailed from Baltimore on January 18th last, and touched at 186 foreign ports during the voyage.

The days of the old-fashioned sea captain, who sent forth his commands to the accompaniment of oaths, and enforced them with the marlin spike, have receded so far into the dim past that in the new order, ship commanders of the American Mercantile Marine are to be taught something of international law and the requirements of diplomacy, so that they can represent with credit their country in foreign ports. The course at the New York State Nautical School has been changed so that its future graduates will know something of Customs Regulations, the laws of commerce, as well as other subjects, to enable them to meet the requirements of the times. Something more is required of officers of the American Merchant Marine besides the ability to lay a course or take a vessel through a difficult channel. They must be come missionaries of the United States.

The Canadian Government is anxious to do all in its power to increase Canadian trade with other countries. One of the questions that is now receiving attention is to develop a large and satisfactory trade between the Dominion and India. It is realised that direct shipping services must be inaugurated. On the other hand, the Canadian-Indian trade is not sufficiently important to warrant shipping companies leaving India to Canadian ports in order to embark cargo. The most satisfactory solution of the problem would be the extension of the C.P.O.S. service from Hongkong to Calcutta. The Matlawa and the Methren have been switched on to Singapore. Goods from India have to be transhipped to Singapore. There are thus certain disadvantages in the matter of transshipment. A direct service would serve to stimulate the Dominion's trade with India than any other step which could be taken. There is considerable traffic between China, the Straits Settlements and India which the C.P.O.S. would be able to secure.

Marine circles in Japan, we are told, have been considerably depressed of late with the sharp decline in freight, and shipowners, by way of economising, have begun to write off the value of ships so that insurance premia may be decreased. The shipping interests in Japan are very sore with the United States over the Jones Merchant Marine Act, and relations all along the Pacific Coast are very strained. A freight war between Japanese and United States Shipping companies will be nothing surprising. Such a tussle would benefit merchants, but with trade so rotten at as present it is doubtful whether any real benefit would result. If the Japanese lines combine and cut freight rates there is bound to be some fierce competition.

Thirty-three German steamships were during the war seized in Singapore. They have been overhauled and dispatched with cargoes to various parts of the world, the largest being the North German Lloyd's ocean-going passenger steamer Roon and Kleist. The Singapore Harbour Board carried out the work of cleaning and refitting the ships in an expeditious manner after they had been handed over under the Armistice terms. All these ships were interned in Java and Sumatra ports at the commencement of the War. Most of the larger vessels were despatched to Australia to load wheat and flour for the United Kingdom. The Roon was used to repatriate large numbers of German officers and crews who were left behind at Java, while the passenger accommodation of the Kleist was filled up with some overseas residents of Singapore who wished to reach England. These vessels have now been handed over to the British Ministry of Shipping for distribution among British companies to make up for losses incurred by the import and from submarine warfare.



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### A PROTEST.

#### THE MASS AND IDOLATRY

(To the Editor of the "Hongkong Telegraph.")

Dear Sir, With reference to the article appearing in your yesterday's issue under the heading "Scottish Free Church: The King and the Mass," I feel in duty bound as a Catholic to register a protest to the resolution adopted by the Commission of the General Assembly of the Free Church of Scotland, which met at Edinburgh, wherein it grossly insulted all Catholics in the whole world, to say nothing of the pain it caused to those Catholics especially who are loyal subjects of the British Empire.

This Commission dared to criticise His Majesty King George on a recent occasion when His Majesty attended a Requiem Mass in connection with the death of the Empress Eugenie, and what is more important to the hearts of all good Catholics, Mr. Archibald MacNeillage, in moving the adoption of the resolution, described the sacrifice of the Mass as "blasphemous idolatry."

The public of Hongkong, I vouch, have sufficient common sense to recognise the bigotry of the promoters of this resolution. Their very attitude in connection with the Temperance (Scotland) Act—see the third paragraph in the said article—wherein it is said the Commission made an earnest appeal to all their people to vote for "no license" is evidence enough to show what kidney these Free Church thinkers are made of.

There are better men in the world than John Knox, who are proud of their daily attendance at Mass, and one to my mind attributes his success in life to his regular attendance at the Holy Sacrifice. I refer to Marshal Foch, the great leader of the Allied Armies, who during the late war went to Mass and Communion every day when not prevented by his military duties. I cite merely one man, but there are thousands who follow his example.

That His Majesty the King should attend Mass (an act of delicacy much appreciated by Catholics) is no greater source of satisfaction than if a hardened sinner drawn from the humblest state of life put in an appearance. The utterances in connection with Archbishop Mannix went to Ireland and were not arrested, the Government would not be administering law equally, for if a man who was not a priest said one half of the things Mannix had said he would have been arrested at once. My only reply to that statement is to ask why did not the Government arrest Carson, the gun runner, sedition monger and alleged King of Ulster.

I would point out, in conclusion, that if, as Mr. MacNeillage states, the House of Windsor has no title to the throne except by virtue of its Protestantism, it is high time that the Catholics of the British Empire made serious efforts to have the Coronation oath amended to such a form that His Majesty will be able to follow the dictates of his conscience.

These few words are intended only to defend what I think is a malicious attack on what all Catholics hold most sacred, and I firmly believe I have the backing of all my co-religionists and I dare say many of those who are separated from the true fold but who one day will be united, in the stand I have taken in the matter.

I beg to enclose my card.  
Yours etc.  
L.A.E.  
Hongkong, Sept. 25, 1920.

### WILTSHIRE AQUATIC SPORTS.

#### YESTERDAY'S RESULTS.

The aquatic sports organized by the 2nd. Bn. Wiltshire Regiment took place at North Point yesterday, and were thoroughly enjoyed by all those who participated. B. C. and D. Companies attended, and with them were Col. Wyndham, Commanding Officer, and his wife, Majors Law, Timmis, Le Haquet, and Oliver, Captains Betts, Blackley, Lients, Beaven, Dodington, Pritchard, Moore, Farmer and Denne. The programme, consisting of eleven items, was carried out in good order, due to the excellent arrangements of the Sporting Committee. D Company is to be congratulated on the number of wins to its credit, which incidentally helps to increase its points for the Regimental shield, open for competition in all games in which the Battalion may concern itself. D. Company had several capable swimmers, including Derrick. The ladies' race was poorly supported, Miss May being the only entrant.

At the conclusion of the sports, Mrs. Wyndham presented cups to the winners of the all comers' race and the ladies' race. Owing to the non-arrival of the prizes (medals) for the other races, the presentation of these trophies was postponed.

Col. Wyndham congratulated the winners and thanked the sports officials for the efficient manner in which they had conducted the proceedings.

Cheers were called for Mrs. Wyndham, and were lustily given.

The results follow:—

50 yards race: 1, Brown; 2, Le Hurry; 3, Alderman.

Band boys' race (75 yds.): 1, Davies; 2, Watson; 3, Russell.

220 yards race: 1, Derrick; 2, Cooper; 3, Attlee.

Full dress race (25 yds. Competitors wore trousers, shirt, socks and shoes): 1, Giles; 2, Clarkson; 3, Woods.

Company Relay race: 1, D. Company.

100 yards race: 1, Derrick; 2, Le Hurry; 3, Attlee.

Ladies' race (50 yds.): 1, Miss May.

Plain high dive: 1, Captain Blackley; 2, Cpl. Ewin; 3, Hill; 4, Amor.

440 yards race: 1, Derrick; 2, Collins; 3, Le Hurry.

All Comers' race: 1, J. Johnston; 2, T. Logan; 3, D. Laing.

### BANDMAN SEASON.

#### PRODUCTION OF "BILLETED."

Those who witnessed the production of "Billeted" by the Bandman Comedy Company at the Theatre Royal last night greatly enjoyed the play and the admirable manner in which it was interpreted. The comedy, which is a war production, centres round a lady who thought her husband was dead and who had staying with her a colonel and an adjutant, the latter of whom eventually turns out to be the supposedly dead husband. Complications of the most amusing character arise, and these were made the most of by the members of the cast, who kept the audience in an almost continuous state of hilarity. Miss Blyth Pratt had the part of the grass widow, and showed herself to be a most accomplished actress, whilst Mr. Carl Lawson as the husband and Mr. Twiss as the Colonel were both extremely good. Other parts were also in good hands, and the play was a huge success in every way.

To-night the Company produces "Lord Richard in the Pantry," which is a very fine comedy, and a full house is anticipated.

### GYMKHANA NOTES.

#### MORE TALK ABOUT PONIES' FORM.

(BY "WIRELESS").

As was expected, Malcolm has scratched for this meeting, and I am afraid, without prejudice, that the racing days of this pony are over. Malcolm came down from Shanghai in 1918 and had won several races in the Gymkhanas and Annual Meetings for the owner, who should be proud of the result.

It is rumoured that the "Princely House" has decided to start three ponies (Slam, Lighting and Attraction) for the Gymkhana Stakes (one mile), and Mr. Soares would do well to enter Siamese Cat. All the ponies went well this morning. Personally I would like to see a few more gallops before I nominate the winner. I would, however, like to advise the young jockey, Mr. Soares, to be on the alert and to consider very carefully what sort of a race he should ride. It is well known amongst the "crack" jockeys that a pony which carries "extra weight" is not recommended to take the lead, and it would be to his interest to consult some one who is an authority on this question.

I am afraid that there will not be a mount for Mr. "J.J." in the "Once Round Race" conditions of which are as follows:—Winners of one Gymkhana Race this season 5 lbs. extra; of two or more races 10 lbs. extra and Jockeys who have won more than ten Official races 7 lbs. extra. I have not kept record of the winning mounts he has had but should be ride a non-winner, he has to carry the penalty of 7 lbs. Both Burning Daylight and Alexandria have won two races each at this season and should be decide to ride either of them, the penalty of 17 lbs. I am afraid, will be too much. Readers of the "Telegraph" would do well to study the times of the various ponies and watch for an outsider.

Members of the Hongkong Gymkhana Club are reminded that entries for all events close on Wednesday, 29th September.

A heavy course was the cause of slow last quarters. Amongst the Sub. class the best gallop of the morning was done by Burning Daylight, covering the mile and a half in 3 min. 41.35 secs. with 31.35 secs. for the last quarter. The Hon. Mr. Johnstone, on Slam, did the mile and a half in 3 min. 43.5 secs, and this pony had an "amab" for the last half-mile. Slam finished strong with 32 secs. for the last quarter and 1.06.15 for the last half. Spotted Sand was very lively for the mile-and-a-quarter, doing the whole distance in 2 min. 39.35 secs. and the last quarter in 32.15 secs. It seems that Attraction, with Mr. Bell, Irving up, did not like the mile-and-a-half gallop, as the pony covered the last quarter in 34 secs. Blackbird Dahlia, with Mr. Seth up, covered the last three-quarters of his mile in 1.45, and I think that the jockey did not want to show a fast last quarter. Pawnshop finished badly in his mile-and-a-quarter gallop, but the whole time of 3.00 min. was not bad.

The times recorded were:—Pantile.—33.25; 1.06.25. Tambourine.—36; 1.10. Burning Daylight.—42; 1.22.15; 3.11.35; 3.43.35. Spotted Sand.—37.35; 1.13.15; 2.27.25; 2.59.35. Attraction.—46; 1.27.25; 2.05.42; 3.15.35; 3.49.35. Lighting.—42; 1.23; 2.00; 2.38.31.4; 3.48.25. Siamese Cat.—37; 1.16; 1.56; 2.32.25; 3.06. Sepand.—37; 1.15; 1.52. Pawnshop.—36; 1.12; 1.49.25; 2.25.35. Salamander.—37; 1.19; 1.54. Cranby and Tredegar.—39; 1.17; 1.52.35; 2.27.35. Sinza.—40; 1.19; 1.57; 2.32. Georgia Mac.—48; 1.28; 2.04.25. Buck Up.—47; 1.24; 1.57.45.

SURPRISE FOR GLASGOW.

A firm which contracted to supply Glasgow Corporation with a motor car for £825 has intimated that the price will be reduced by £75. This is the first instance since the war of a corporation contract being reduced in price, and is due to the fact that the motor firm is now manufacturing on a massed production system.

### NOTICES.

## DAIRY FARM NEWS.

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## THE CORONET.

### WAR MEDALS FOR MARINERS.

#### "DANGER ZONES" DEFINED.

The following description of "Danger Zones" is published in the Hongkong Government Gazette for the guidance of Mercantile Marine Officers applying for War Medals:—

(1) A voyage on a ship which entered or cleared a United Kingdom port, or a French port or a Mediterranean port. (a) From 4th August, 1914, to 11th November, 1918.

(2) Voyages in all Seas in the World: (a) From 4th August, 1914, to 11th April, 1915 (on account of "Dresden" and "Kronprinz Wilhelm"); (b) From 1st January, 1916, to 4th March, 1916, and from November, 1916, to 28th February, 1918 (on account of "Moewe," "Seeadler," and "Wolf").

(3) Any voyage in the Atlantic Ocean North of the Equator, the Mediterranean, White Sea, and United Kingdom Waters. (a) From 1st February, 1917, to 11th November, 1918 (on account of unrestricted submarine warfare).

(4) Any voyage in the North Atlantic and Arctic Oceans between Meridians 10° West and 44° East. (a) From 4th August, 1914, to 11th November, 1918.

(5) Any voyage in the Sea of Japan or the Yellow Sea. (a) From 4th August, 1914, to 7th November, 1914.

(6) Any voyage in the Indian Ocean, including the Bay of Bengal and Arabian Sea; and any coasting voyage on the West Coast of India a ship which entered or cleared an Indian or Ceylon port. (a) From 4th August, 1914, to 9th November, 1914 (on account of "Enden"); and (b) From 18th January, 1917, to 11th November, 1918 (on account of "Wolf").

(7) Any voyage in a ship which entered or cleared any of the following ports, viz.:—Cape Town, Colombo, Bombay, Aden; or which rounded Cape of Good Hope; Cape Gabo, Australia; Farewell or Three Kings Islands, New Zealand; or which proceeded between Singapore and Hongkong. (a) From 18th January, 1917, to 11th November, 1918 (on account of "Wolf").

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(8) Any voyage in a ship on the West Coast of Africa. (a) From 4th August, 1914, to 4th March, 1916 (on account of "Moewe").

(9) Any voyage in a ship which rounded Cape Verde. (a) From 15th May, 1918, to 11th November, 1918 (on account of Ocean-going Submarines).

(10) The following are also considered as having served in a danger zone:—(a) Masters, officers and crews of British Merchant ships employed in the Black Sea, or in the Baltic Sea, between February, 1915, and March, 1918.

### NOTICES.

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| Empress of Russia | Dec. 15 | Jan. 3  |
| Monteagle         | Dec. 31 | Jan. 24 |
| Empress of Asia   | Jan. 13 | Jan. 31 |
| Empress of Japan  | Jan. 19 | Feb. 9  |
| Empress of Russia | Feb. 10 | Feb. 28 |

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing, desired prior to, and as far as possible, their departure from the Pacific. Traffic conditions on the Atlantic are as complicated as on the Pacific. Arrangements for passage can be arranged by letter or cable to all ports to Europe. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such arrangements will be issued here.

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SAILINGS FROM HONGKONG AT NOON.

ALSO  
The following U. S. Shipping Board vessels  
FOR SAN FRANCISCO.

**HONGKONG-CALCUTTA SERVICE.**

S.S. "LAKE FAULK" Sunday September 29th, for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:-

**PACIFIC MAIL S.S. CO.**  
Hotel Mansions.

TELEPHONE 141. Cable Address "SOLANO."

PACIFIC SHIPPING.



**DOLLAR LINE**

SAILINGS FROM HONGKONG FOR  
**NEW YORK VIA VANCOUVER.**

STREAMERS. SAILING DATE.  
"MELVILLE DOLLAR" ... OCT. 15TH. VIA PANAMA.  
"HAROLD DOLLAR" ... OCT. 35TH. VIA PANAMA.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to:-

**THE ROBERT DOLLAR Co.**

GENERAL POST OFFICE BUILDING TEL. 795.  
THIRD FLOOR 792.

SAILING DATES.

EUROPE, U.S.A., ETC.

|                       |             |          |
|-----------------------|-------------|----------|
| Khiva                 | P. & O.     | Sept. 25 |
| Atlas M.              | C. S. K.    | Sept. 25 |
| West Hindrod          | S. & D.     | Sept. 27 |
| Arabia M.             | O. S. K.    | Sept. 27 |
| Tanda                 | P. & O.     | Sept. 27 |
| Van Weeswyck J.C.J.L. |             | Sept. 28 |
| Korea M.              | T. K. K.    | Sept. 30 |
| Katori M.             | N. Y. K.    | Sept. 30 |
| Chippahung            | S. & D.     | Sept. 30 |
| Eledu P.              | S. T. Co.   | Oct. 1   |
| Tosa M.               | N. Y. K.    | Oct. 1   |
| Changahia             | B. & S.     | Oct. 3   |
| Hungaria              | D. & Co.    | Oct. 3   |
| Tottori M.            | N. Y. K.    | Oct. 3   |
| Tamba M.              | N. Y. K.    | Oct. 4   |
| C of Dunkirk          | B. L.       | Oct. 5   |
| Tyndarus              | B. & S.     | Oct. 5   |
| St. Albans            | P. & O.     | Oct. 6   |
| W. Hepburn            | R. D. Co.   | Oct. 6   |
| Euryptus              | B. & S.     | Oct. 6   |
| Nankin                | P. & O.     | Oct. 8   |
| Tajima M.             | N. Y. K.    | Oct. 8   |
| Barn M.               | J. C. J. L. | Oct. 8   |
| Stentor               | B. & S.     | Oct. 8   |
| Harold D.             | R. D. Co.   | Oct. 9   |
| Maduan                | F. W. & Co. | Oct. 10  |
| Titan                 | B. & S.     | Oct. 10  |
| Morioka M.            | N. Y. K.    | Oct. 12  |
| Helena                | L. & Co.    | Oct. 12  |
| Vinita                | S. & D.     | Oct. 13  |
| E. Trader             | S. P. Co.   | Oct. 13  |
| Eldena                | R. D. Co.   | Oct. 15  |
| Melville D.           | R. D. Co.   | Oct. 15  |
| Mishima M.            | N. Y. K.    | Oct. 15  |
| Matoppe               | B. L.       | Oct. 15  |
| West Ira              | R. D. Co.   | Oct. 15  |
| Peleus                | B. & S.     | Oct. 19  |
| Nikko M.              | N. Y. K.    | Oct. 20  |
| Teucer                | B. & S.     | Oct. 20  |
| E. of Russia          | C. P. O. S. | Oct. 21  |
| Keemun                | B. & S.     | Oct. 21  |
| Wakasa M.             | N. Y. K.    | Oct. 22  |
| Tyden                 | B. L.       | Oct. 24  |
| Monteagle             | C. P. O. S. | Oct. 26  |
| Tenyo M.              | T. K. K.    | Oct. 28  |
| Dakar M.              | N. Y. K.    | Oct. 29  |
| Jason                 | B. & S.     | Oct. 31  |
| Eastern               | P. & O.     | Nov. 1   |
| Telesian              | B. & S.     | Nov. 3   |
| W. Hixton             | L. A. Co.   | Nov. 4   |
| Nile                  | C. M. Co.   | Nov. 6   |
| W. Hargrave           | A. L.       | Nov. 7   |
| Ixion                 | B. & S.     | Nov. 12  |
| C. of Naples          | B. L.       | Nov. 15  |

**SAN FRANCISCO.**  
U.S.S.B.

"WEST HEPBURN"

Sailing about October 6th.

"WEST IRA"

Sailing on October 15th.

**THE ROBERT DOLLAR CO.**

Tel. 795 & 792 Gen. P. O. Bldg.  
3rd Floor.

**HONGKONG SINGAPORE**

**SAIGON SAMARANG**

**SOURABAYA**

REGULAR FORTNIGHTLY SAILINGS  
TO AND FROM  
THE ABOVE NAMED PORTS  
NEXT SAILING

U.S.S.B. "GLYMONT"

Sailing on September 25th.

U.S.S.B. "LAKE FARRAR"

Sailing on October 1st.

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:

**THE ROBERT DOLLAR CO.**

Tel. 792 RAY E. GUNN Gen. P. O. Bldg.  
795 Manager.

JAPAN, COAST PORTS, ETC.

|             |             |          |
|-------------|-------------|----------|
| Kwaisang    | D. L. Co.   | Sept. 25 |
| W. Henshaw  | S. & D.     | Sept. 25 |
| Yingchow    | B. & S.     | Sept. 25 |
| Kaifong     | B. & S.     | Sept. 25 |
| L. Faulk    | P. M. Co.   | Sept. 26 |
| Kwongsang   | J. M. Co.   | Sept. 26 |
| Taming      | B. & S.     | Sept. 26 |
| Tjimonok    | J. C. J. L. | Sept. 27 |
| Hunan       | B. & S.     | Sept. 27 |
| Chengtu     | B. & S.     | Sept. 27 |
| Luchow      | B. & S.     | Sept. 28 |
| Szechuen    | B. & S.     | Sept. 28 |
| Kirin M.    | N. Y. K.    | Sept. 28 |
| Kueichow    | B. & S.     | Sept. 29 |
| Wingsang    | J. M. Co.   | Sept. 29 |
| Loksang     | J. M. Co.   | Sept. 29 |
| Kitano M.   | N. Y. K.    | Sept. 29 |
| Tungshing   | J. M. Co.   | Sept. 30 |
| Cheongshing | J. M. Co.   | Sept. 30 |
| Yatsing     | J. M. Co.   | Sept. 30 |
| Fookwang    | J. M. Co.   | Sept. 30 |
| Haiyang     | J. C. J. L. | Sept. 30 |
| Sinkiang    | B. & S.     | Sept. 30 |
| Haiching    | D. L. Co.   | Oct. 1   |
| Choysang    | J. M. Co.   | Oct. 1   |
| Tomimura    | N. Y. K.    | Oct. 3   |
| Haibong     | D. L. Co.   | Oct. 5   |
| Yotorofu    | N. Y. K.    | Oct. 7   |
| Kamakura    | N. Y. K.    | Oct. 9   |
| E. Crown    | S. & D.     | Oct. 14  |
| Aki M.      | N. Y. K.    | Oct. 16  |
| Hokuto M.   | D. & Co.    | Oct. 19  |



**TRANS-PACIFIC FREIGHT SERVICE.**

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.  
(Calling at Shanghai and Kobe.)

"ICORUM" ... About Oct. 5th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

For SEATTLE.

Through Bills of Lading issued to OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

**THE ADMIRAL LINE**

Telephones 2477 & 2478 5th Floor, Hotel Mansions

**SERVICE TO UNITED STATES.**

NEW YORK and/or BOSTON  
Via PANAMA.

S.S. "ELDENA"

ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"

ABOUT NOVEMBER 15TH.

For freight space and particulars apply to:-

**BARBER STEAMSHIP LINES INC.,**

**THE ADMIRAL LINE**  
AGENTS.

Telephones 2477 & 2478 5th floor Hotel Mansions.

**THE ADMIRAL LINE**

Freight Service to Europe.

Regular Service to

LONDON, ANTWERP & ROTTERDAM.

S.S. "WEST HARGRAVE"

ABOUT NOVEMBER 7TH.

For freight space and particulars apply to:-

**BARBER STEAMSHIP LINES INC.,**

**THE ADMIRAL LINE**  
AGENTS.

Telephones 2477 & 2478 5th floor Hotel Mansions.



**HONGKONG TO SAN FRANCISCO.**

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

| STEAMERS.    | TONS.  | LEAVE HONGKONG. |
|--------------|--------|-----------------|
| KOREA MARU   | 20,000 | Sept. 30th.     |
| SIBERIA MARU | 20,000 | Oct. 12th.      |
| TENYO MARU   | 22,000 | Oct. 23rd.      |
| SHINTO MARU  | 22,000 | Nov. 23rd.      |
| PERSIA MARU  | 9,000  | Dec. 2nd.       |

**SOUTH AMERICAN LINE.**

**HONGKONG TO VALPARAISO.**  
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,  
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,  
MOLLEDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

| STEAMERS.  | TONS.  | LEAVE HONGKONG. |
|------------|--------|-----------------|
| SEIYO MARU | 14,000 | Nov. 9th.       |
| KIYO MARU  | 17,200 | Jan. 10th.      |

For full information regarding passengers, freight, and sailing apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

**CHINA MAIL S.S. CO. LTD.**

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"  
15,000 tons. 11,000 tons. 10,000 tons.  
SAILINGS FROM HONGKONG FOR

**SAN FRANCISCO**

VIA SHANGHAI, JAPAN PORTS & HONOLULU.  
"CHINA" "NANKING" "NILE"  
Oct. 31st. Nov. 6th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting. Freight and Passenger Agent.  
Prince's Buildings. Ice House Street.

Telephone, Passenger Dept. 1934.  
Telephone, Freight Dept. & Agents 2161.

**STRUTHERS & DIXON, INC.**

Operating Far Eastern services on account of the  
UNITED STATES SHIPPING BOARD.

ALSO

Amalgamated with GREEN STAR LINE, NEW YORK.

Operating Baltimore via Panama Service to the Far East.

**TO MANILA & SINGAPORE.**

"WEST HENSHAW'S" ... 27th September.

**TO SAN FRANCISCO & SEATTLE.**

"WEST HIMROD" ... 27th September.

**TO CUBA, NEW YORK & BALTIMORE.**

"CHIPCHUNG'S" ... 30th September.

**TO SAN FRANCISCO.**

"EASTERN TRADER" ... 14th October.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE:-1st Floor Powell's Building, 11, Des Voeux Rd., Tel. 3008.

**PRINCE LINE FAR EAST SERVICE.**

For New York.

"CELTIC PRINCE" VIA PANAMA CANAL, on or about 10th Oct.

—Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to

**SHEWAN TOMES & CO.**

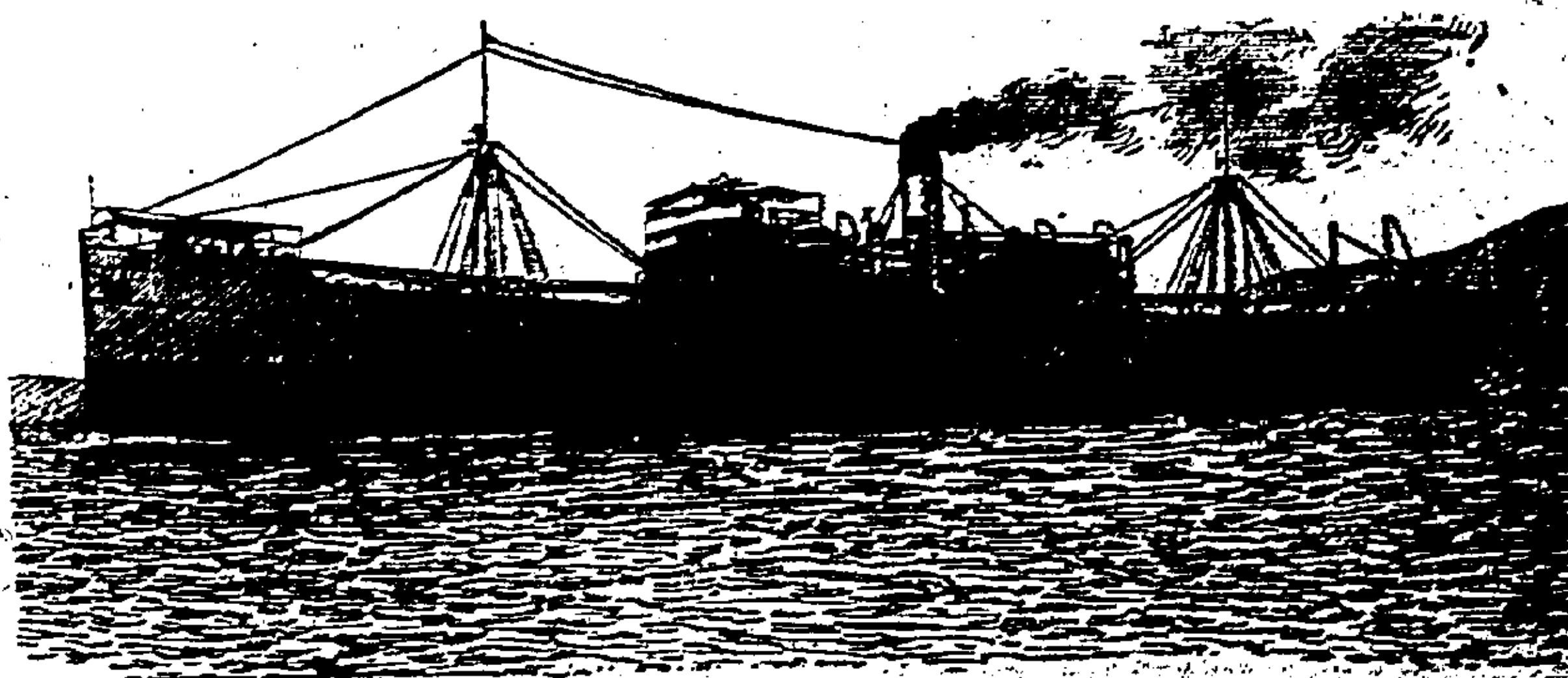
Agents.

**THE HONGKONG & WHAMPOA DOCK CO., LTD.**

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.  
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.

to the order of the British Government.

Please Address Enquiries to the Chief Manager

**R. M. DYER, B.S., M.A.,** KOWLOON DOCK, HONGKONG



Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR AND****EASTERN & AUSTRALIAN LINES.**

(COMPANIES incorporated in ENGLAND)

TO  
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,  
RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL SAILINGS (South)**

| S.S.   | Tons  | From Hong-kong (about) | Destination              |
|--------|-------|------------------------|--------------------------|
| KHIVA  | 9,000 | 25 Sept. d'light.      | M'les, London & Antwerp. |
| NANKIN | 9,900 | 8th Oct.               | M'les, London & Antwerp. |

**BRITISH INDIA-APCAR SAILINGS (South)**

|       |       |                 |                                             |
|-------|-------|-----------------|---------------------------------------------|
| TANDA | 7,000 | 27 Sept. 1 p.m. | Calcutta via Singapore, Penang and Rangoon. |
|-------|-------|-----------------|---------------------------------------------|

**EASTERN & AUSTRALIAN SAILINGS (South)**

|            |       |          |                                                                                   |
|------------|-------|----------|-----------------------------------------------------------------------------------|
| ST. ALBANS | 4,500 | 6th Oct. | Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney. |
| EASTERN    | 4,000 | 1st Nov. |                                                                                   |

**SAILINGS TO SHANGHAI & JAPAN.**

|         |       |          |                   |
|---------|-------|----------|-------------------|
| TORILLA | 5,200 | 3rd Oct. | Shanghai & Japan. |
|---------|-------|----------|-------------------|

**WIRELESS ON ALL STEAMERS.**

Parcels Measuring not more than 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For: Passage Rates, Handbooks, Freight, etc., apply to

**MACKINNON, MACKENZIE & CO.**

22, Des Voeux Road Central. Agents.

**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA via K'ung, Manila, S'hai &amp; Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

KATORI MARU ... Thursday, 30th Sept., at 11 a.m.

TASIMA M. (Omitting Keelung, S'hai) Thurs., 14th Oct., at 11 a.m.

TOYAMA MARU ... Monday, 15th Nov., at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez, Port Said &amp; Marseilles.

TAMBA MARU ... Monday, 4th Oct., at noon.

MISHIMA MARU ... Friday, 15th Oct., at noon.

HAMBURG, LONDON &amp; ROTTERDAM via Suez.

DAXAR MARU ... Friday, 29th October.

MARSEILLES &amp; LIVERPOOL via S'pore, C'bo, Suez &amp; Port Said.

TOTTORI MARU ... Sunday, 3rd October.

WAKASA MARU ... Friday, 22nd October.

SYDNEY &amp; MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

NIXKO MARU ... Wednesday, 20th Oct., at 11 a.m.

AKI MARU ... Wednesday, 17th Nov., at 11 a.m.

NEW YORK via Suez.

MORIOKA MARU ... Tuesday, 12th October.

SOUTH AMERICAN PORTS via Cape.

TOSU MARU ... Sailing from Singapore Beginning of October.

BOMBAY &amp; COLOMBO via Singapore.

YETOROFU MARU ... Thursday, 7th October.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

TOMIURA MARU ... Sunday, 3rd October.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

AKI MARU ... Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

KIRIN MARU ... Tuesday, 23rd September.

KITANO MARU ... Wednesday, 29th Sept., at 11 a.m.

KAMAKURA MARU ... Saturday, 9th October.

For further information apply to—

**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between

**JAVA, CHINA and JAPAN.**

| Steamer | From | Expected on or about | Will leave on or about | For   |
|---------|------|----------------------|------------------------|-------|
| Haiyang | Java | in port              | 2nd Oct.               | Java. |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

**ALSO OPERATING****JAVA PACIFIC LIJN.**

NEXT SAILING.

| Steamer | From | Expected on or about | Will leave on or about | For |
|---------|------|----------------------|------------------------|-----|
|         |      |                      |                        |     |

Through Bills of Lading issued to U.S.A. and Canadian Overseas Ports.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

**DODWELL & CO., LTD.****STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK &amp; BOSTON

via Suez or Panama canal at owner's option.

VIA SUEZ

**S.S. "MUNCASTER CASTLE"**

about middle November.

**LLOYD TRIESTINO.**

FOR SHANGHAI &amp; YOKOHAMA.

S.S. "AFRICA" Sailing about 6th October.

BRINDISI, VENICE &amp; TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG &amp; COLOMBO.

S.S. "HUNGARIA" Sailing on or about 3rd October.

S.S. "AFRICA" Sailing about 7th November.

Passengers Luggage can be insured at the office of the Agent

**NANYO YUSEN KAISHA LTD.**

(SOUTH SEA MAIL S.S. CO.)

Regular services between

**JAPAN, HONGKONG & JAVA.**

For JAPAN, S.S. "HOKUTO M." sailing on or about 19th Oct.

S.S. "BORNEO M." sailing on or about 30th Oct.

For JAVA, S.S. "SAMARANG M." sailing on or about 10th Oct.

**OCEAN TRANSPORT CO., LTD.**

(TAIYO KAIYU KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD., Agents.****AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

| Steamer. | Arrives Hongkong from Australia | Leaves Hongkong for Australia. |
|----------|---------------------------------|--------------------------------|
| CHANGSHA | 25th Sept.                      | 1st Oct.                       |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

Telephone No. 36.

Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

**JAPAN, CHINA & STRAITS**

TO

**UNITED KINGDOM AND CONTINENT.**

| For    | Steamer          | Sailing        |
|--------|------------------|----------------|
| LONDON | "MATOPPO"        | 15th October.  |
| LONDON | "CITY OF NAPLES" | 15th November. |

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

**THE BANK LINE, LTD.,**

or to REISS &amp; Co. Canton

General Agents.

**LOS ANGELES PACIFIC NAVIGATION CO.**

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

**HONG KONG**

TO

**LOS ANGELES, CALIFORNIA, U. S. A.**

| Due Inwards      | About   | Sailing          | About   |
|------------------|---------|------------------|---------|
| S.S. VINHA       | Oct. 10 | S.S. VINHA       | Oct. 13 |
| S.S. WEST HIXTON | Nov. 1  | S.S. WEST HIXTON | Nov. 4  |
| S.S. WEST MONTOP | Dec. 1  | S.S. WEST MONTOP | Dec. 4  |

Through Bills of Lading to all U.S. and CANADIAN OVERLAND PORTS. No transhipment en route.

Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

**HEAD OFFICES:** LOS ANGELES, CALIF.

Princo's Building, Chater Road,

**BRANCH OFFICE:** Telephone No. 1062.

Kobe, Shanghai,

CHAS. P. RICHARDSON,

MANILA, SINGAPORE.

General Agent for South China.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

| Destination                   | Steamer   | Sailing                       |
|-------------------------------|-----------|-------------------------------|
| HOIHOW & Haiphong.            | Loksang   | Wed., 29th Sept. at 8 a.m.    |
| MANILA                        | Wingsang  | Wed., 29th Sept. at 3 p.m.    |
| SHANGHAI via Swatow Tungshing |           | Thur., 30th Sept. at d'light. |
| NEWCHWANG & Tsin Cheongshing  |           | Thur., 30th Sept. at d'light. |
| STRAITS & Calcutta            | Fooksang  | Thur., 30th Sept. at 3 p.m.   |
| KOBE                          | Yatsing   | Thur., 30th Sept. at 3 p.m.   |
| SHANGHAI via Ningpo Choysang  |           | Fri., 1st Oct. at d'light.    |
| MANILA                        | Loongsang | Fri., 1st Oct. at 3 p.m.      |

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

**CALCUTTA LINE.**

S.S. "FOOKSANG" will be despatched on or about 30th Sept. at 3 p.m. for SINGAPORE, PENANG &amp; CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

**C. N. C.****CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

| For                   | Steamers. | To Sail                |
|-----------------------|-----------|------------------------|
| SHANGHAI & TSINGTAO   | Yingchow  | 25th Sept. at 4 p.m.   |
| MANILA, CEBU & ILOILO | Taming    | 26th Sept. at noon.    |
| SWATOW & BANGKOK      | Chengtu   | 28th Sept. at noon.    |
| AMOI, S'hai & PUEOW   | Szechuen  | 28th Sept. at d'light. |
| SWATOW & BANGKOK      | Luchow    | 28th Sept. at 10 a.m.  |
| NEWCHWANG             | Hunan     | 28th Sept. at 4 p.m.   |
| WWEI C'FOO & TIENSIN  | Kueichow  | 29th Sept. at 4 p.m.   |
| SHANGHAI              | Sinkiang  | 30th Sept. at noon.    |
| SHANGHAI & TSINGTAO   | Chenan    | 2nd Oct. at 4 p.m.     |

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are Loaded in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from S'kok via S'tow.

For Freight or Passage apply to

**BUTTERFIELD & SWIRE.**

Agents.

Telephone No. 36.

Hongkong Sept. 25, 1920.

**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

| Steamships. | Captain        | Leaving.                    |
|-------------|----------------|-----------------------------|
| Hailong     | J. S. Thomson  | TUES., 28th Sept. at 2 p.m. |
| Hailong     | A. H. Stewart  | FRI., 1st Oct. at 2 p.m.    |
| Hailong     | W. C. Passmore | TUES., 5th Oct. at 2 p.m.   |

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**PACIFIC SHIPPING.****NEW YORK DIRECT.**

Joint service of the

**"BLUE FUNNEL" LINE**

(Ocean S. S. Co., Ltd., &amp; Calcutta Mutual S. S. Co., Ltd.)

**AMERICAN & MANCHURIAN LINE**

(Ellerman &amp; Bucknall S. S. Co., Ltd.)

| Sailings from Hongkong. | via Suez   | 5th Oct.  |
|-------------------------|------------|-----------|
| "CITY OF DUNKIRK"       | via Suez   | 24th Nov. |
| "TYDEUS"                | via Panama | 3rd Dec.  |
| "CITY OF AGRA"          | via Suez   | 20th Dec. |
| "ROMEO"                 | via Suez   |           |

\* Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and passage apply to

**BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.****HONGKONG & CANTON****REISS & CO., CANTON.****MOVEMENTS ON STEAMERS.**

The N. Y. K. s.s. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez on the 28th August, and is expected here on the 10th October.

The Dollar Line Company's s.s. HAROLD DOLLAR (New York Line) left New York on July 12th, and is due in Hongkong September 25th.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 21st Aug. and is expected here on the 29th September.

The N. Y. K. s.s. KIRIN M. (Calcutta Line) left Calcutta for this port direct on the 13th Sept. and is expected here on the 29th September.

The N. Y. K. s.s. TAJIMA M. (American Line) left Kobe for this port via Nagasaki &amp; Shanghai on the 21st September, and is expected here on the 1st Oct.

The R. M. S. MONTEAGLE, left Vancouver for Hongkong, via Japan ports, Shanghai on the 18th Sept. and is due here on or about the 15th October.

The s.s. MATTAWA, arrived at Shanghai, on 23rd September, leaves there 25th September, and is due at Manila on 29th Sept. at noon.

The T. K. K. s.s. SIBERIA M. arrived at Yokohama, on the 21st instant, and sails 24th instant in accordance with schedule, being due at Hongkong October 3rd.

The R. M. S. EMPRESS OF JAPAN, arrived at Yokohama on 23rd September, left there 23rd September, and is due at Vancouver on 5th October.

The N. Y. K. s.s. KITANO M. (European Line) left Singapore for this port on the 23rd Sept. and is expected here on the 28th Sept.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez, on the 20th Sept. and is expected here on the 28th Oct.

The N. Y. K. s.s. TSURUGA M. (Hamburg Line) left Rotterdam for this port via Suez on the 21st Sept. and is expected here on the 6th Nov.

The N. Y. K. s.s. TAMBA M. (European Line) left Kobe for this port via Moji and Shanghai, on the 24th September, and is expected here on the 3rd Oct.

The N. Y. K. s.s. TOTTORI M. (Liverpool Line) left Kobe for this port via Moji and Shanghai on the 24th September and is expected here on the 3rd Oct.

The N. Y. K. s.s. AKI MARU (Australian Line) left Sydney for Hongkong via ports on the 24th Sept. and is expected here on the 15th October.

**CHURCH SERVICES.**

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING.

Union Church (Kennedy Road) September 25.—Minister: Rev. G. J. Williams. 11 a.m. Order of Service.—Hymn: 366; Invocation and Lord's Prayer; Metrical Psalm 2; Scripture: Genesis XII (1-5), XVII (1-3) Mark I (1-13); Hymn: 462; Prayer; Notices and Offertory; Hymn: 447; Sermon.—The Epic of the Kingdom of God. Sermon aim.—To trace something of the wonderful story of the unfolding, through history, of the Kingdom of God. Hymn: 438; Benediction, 6 p.m. Order of Service.—Hymn: 359; Invocation and Lord's Prayer; Hymn: 172; Scripture: St. John's Gospel XXI; Hymn: 213; Prayer; Notices and Offertory; Hymn: 211. Sermon.—The Challenge of Jesus (continued). Special subject.—Jesus Christ's threefold question to Peter, and its challenge to our love. Hymn: 352; Benediction.

St. John's Cathedral, Hongkong.—26th September, 1920, 17th Sunday after Trinity. Holy Communion (7.50 a.m.). Matins (11 a.m.).—Responses: Ferial; Venite: Farrant (10th Venite); Psalms: 92 (Fellon), 93 (Stainer); Te Deum: Lawes, Cooke, Hopkins; Benediction; Troutbeck; Anthem: "All Glory to the Lamb"; Spohr; Hymn: 229. Litany (12 noon). Evensong (6 p.m.).—Responses: Ferial; Psalms: 100, 101 (Bathill); 102 (Wesley); Magnificat: Turle (12th noon); Nunc Dimittis: Farrant (22nd morning); Hymn: 229, 24.

First Church of Christ, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 18



## TO-DAY'S PICTURES.



PRINCE ALBERT.

Prince Albert reviews Red Cross nurses at Darlington and (below) the Mayor of Darlington receiving the Prince at the town hall.



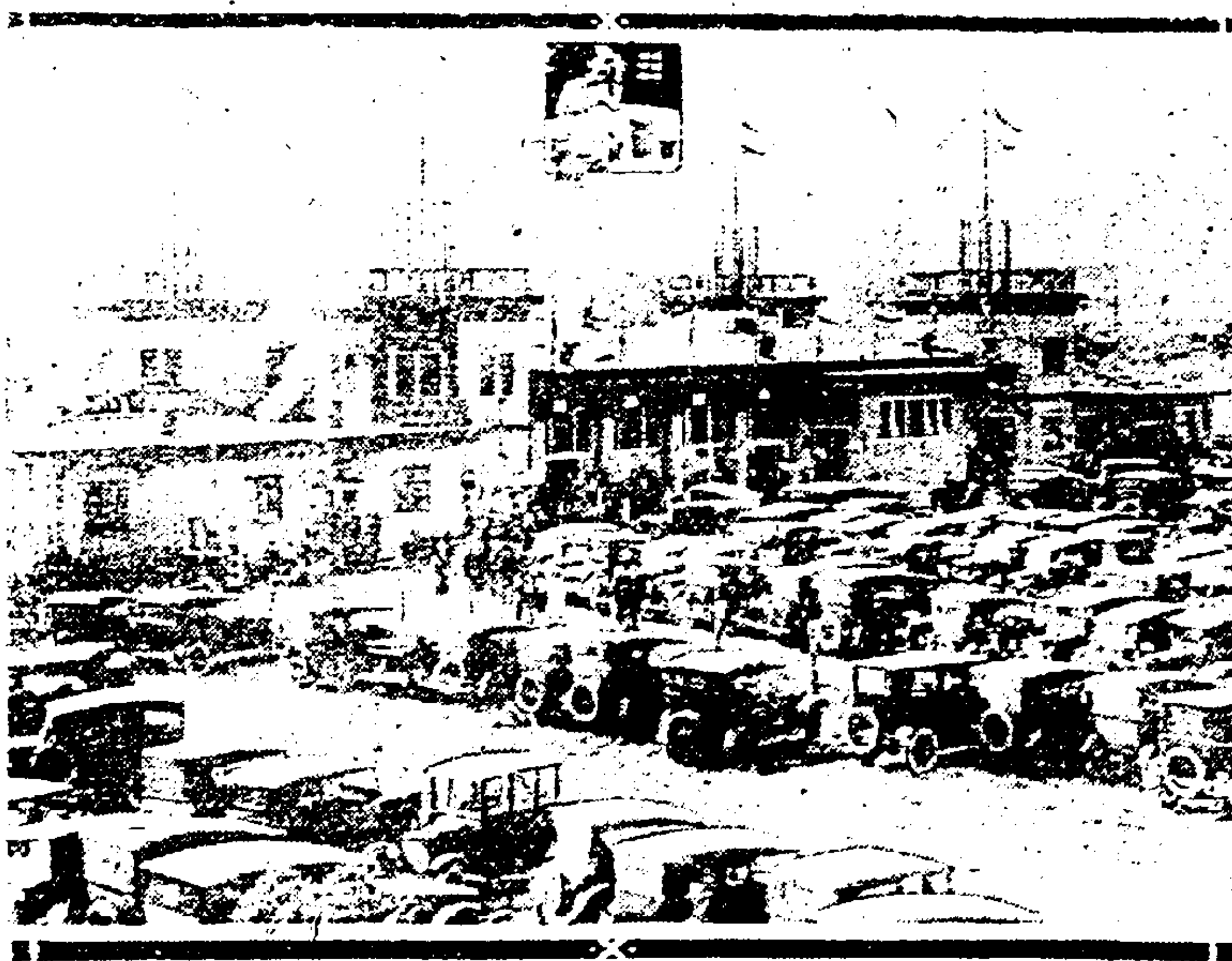
DUTCH ROYALTY.

Queen Wilhelmina, her husband, Prince Henry, and her daughter, Princess Juliana.



M. DESCHANDEL.

who has resigned the French Presidency.



POPULAR CASINO.

Above is seen the popular casino at Tia Juana, just over the Mexican border, with the cars of American patrons outside.



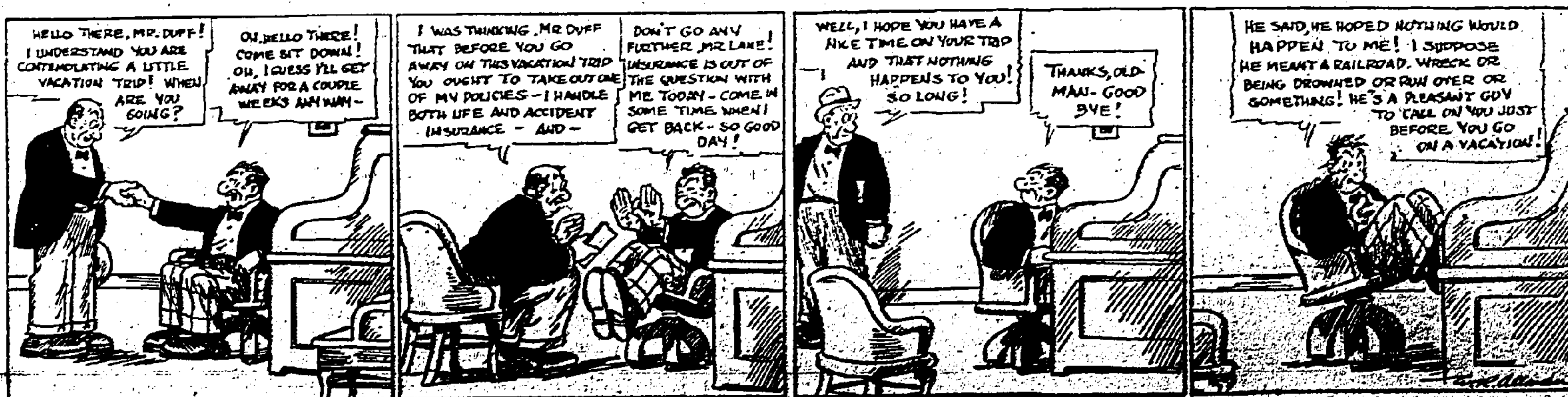
FRENCH NOTABLES.

Above—M. Millerand, who is likely to be the new President. Below—M. Briand, who may be the new Premier.

INGS OF THE DUFFS.

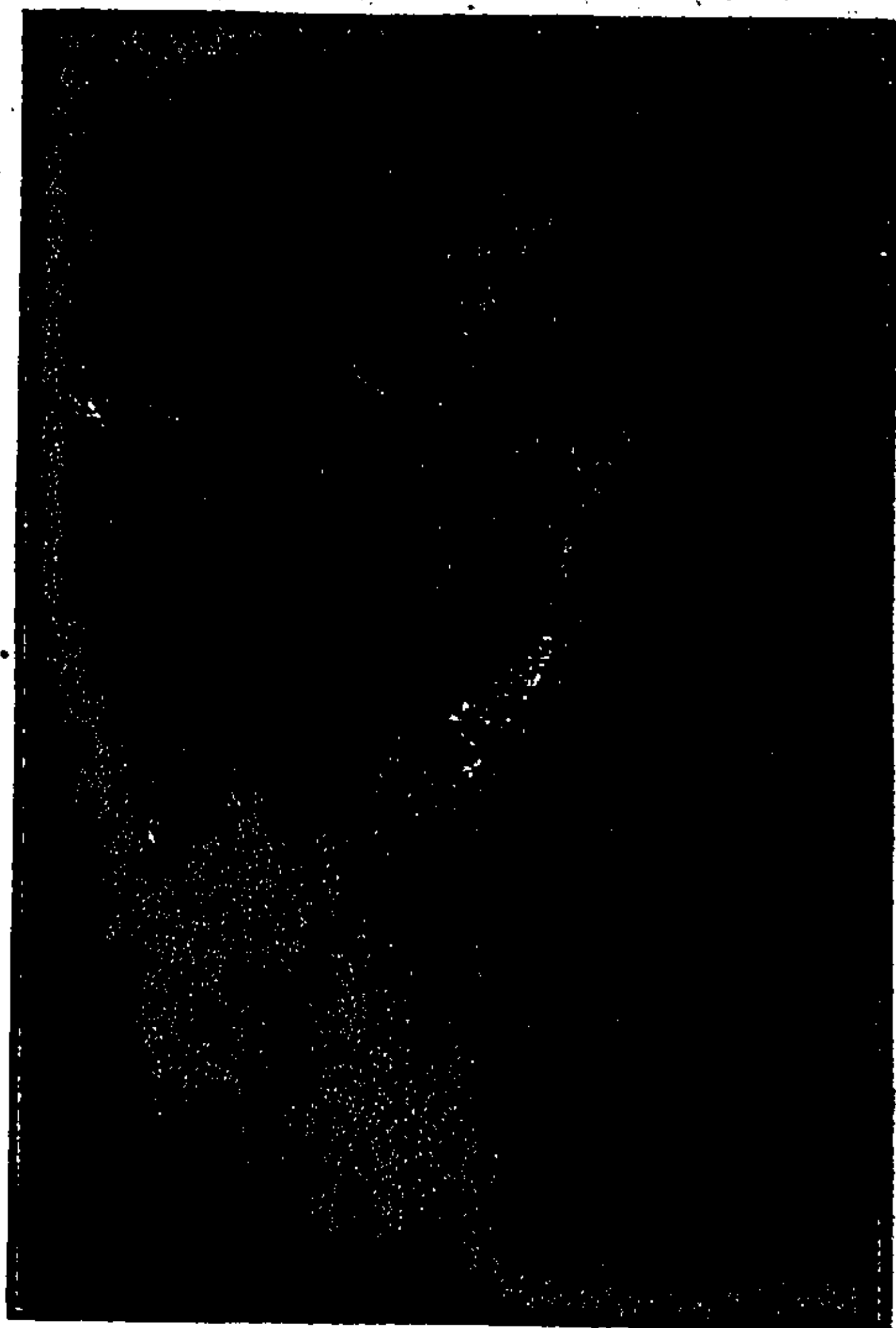
Tom Was Too Hopeful.

BY ALLMAN.





# PICTORIAL SUPPLEMENT.



THE LATE MR. R. O. HUTCHISON.

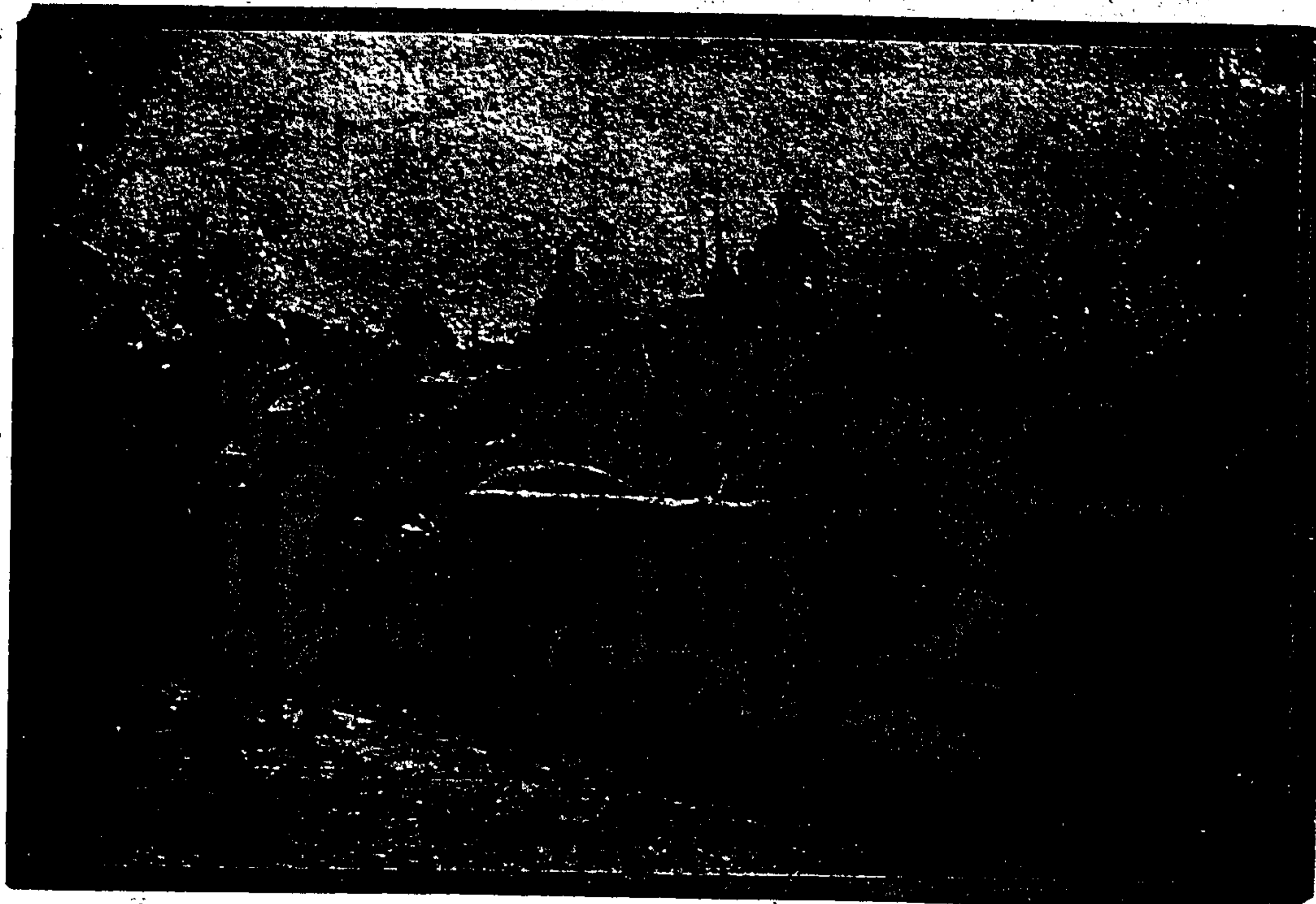


Photo: Tientsin Press.

CHINESE TROOP TRAIN AT YANG TSUN STATION.



Photo: Tientsin Press.

CHINESE ARTILLERY MOVING UP TO "THE FRONT."

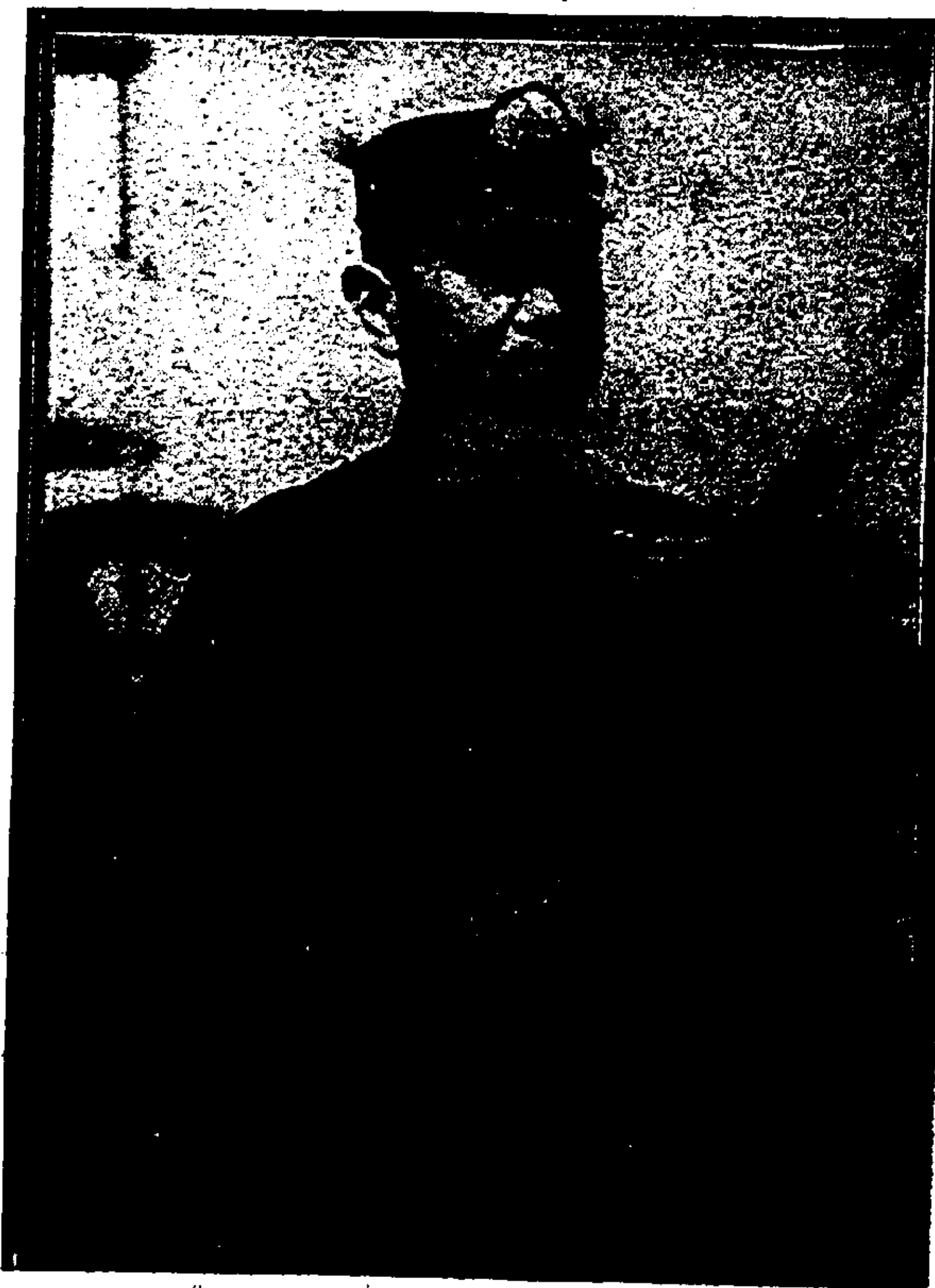


Photo: Tientsin Press.

ADMIRAL KATO, WHO IS RETURNING TO JAPAN FROM EUROPE.



Photo: Tientsin Press.

WITH THE CHINESE ARMY: ON SENTRY-GO.

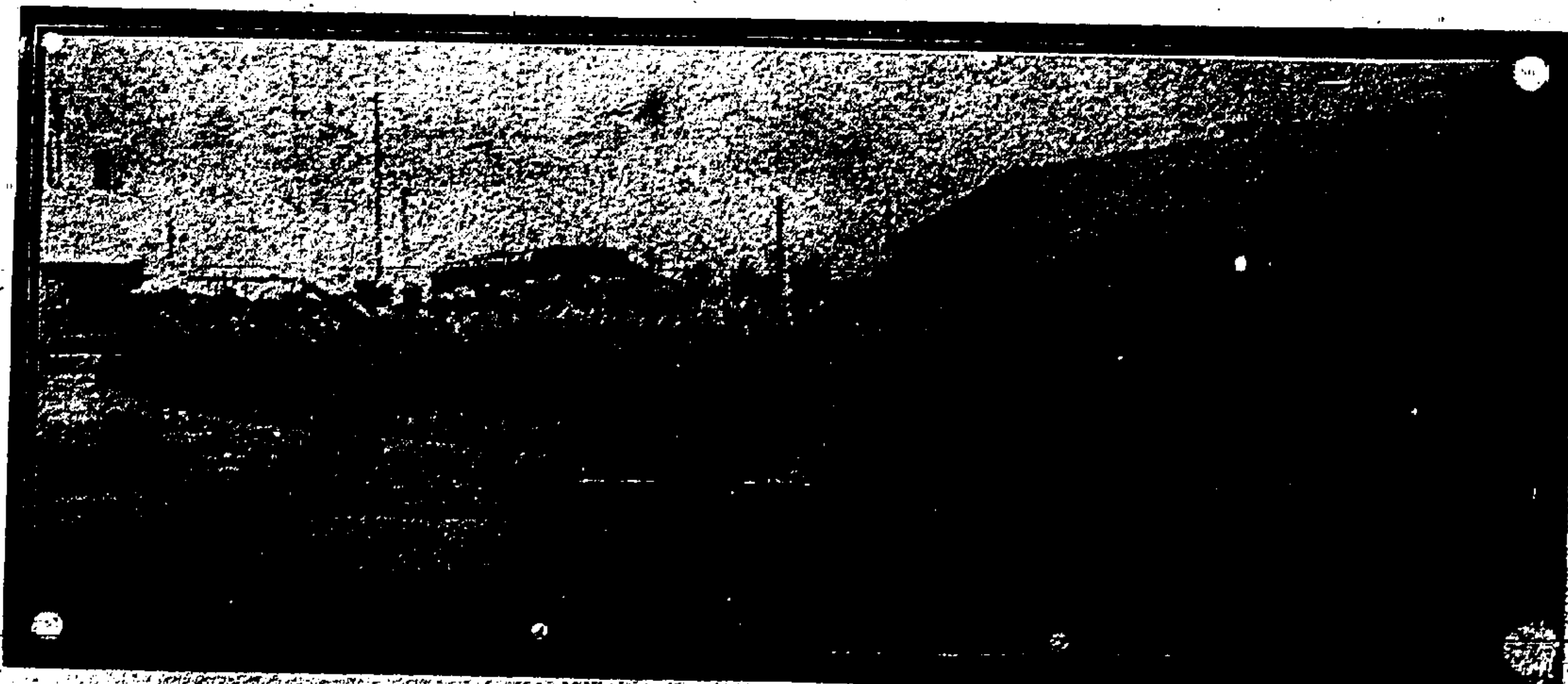


Photo: Tientsin Press.

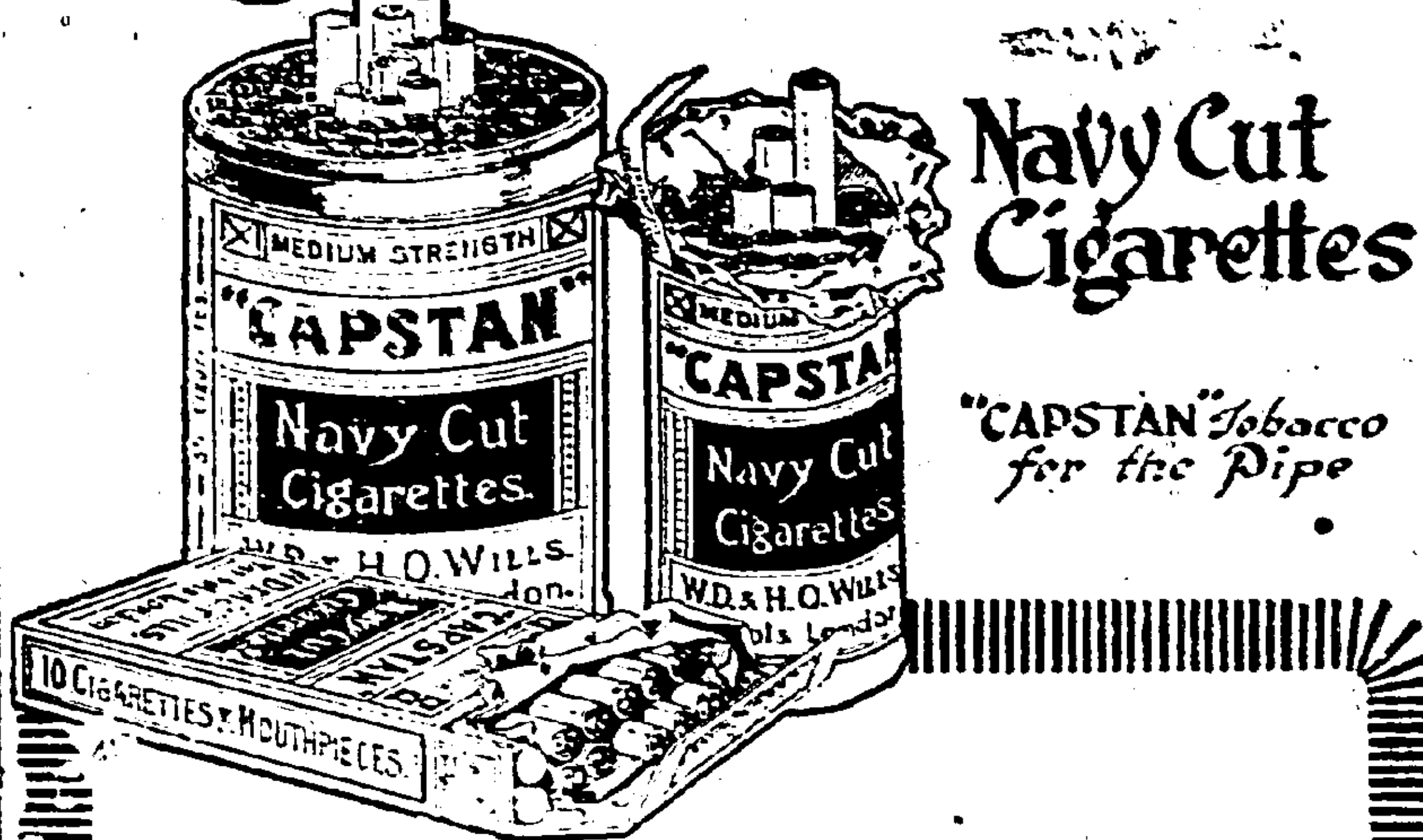
DETACHMENT OF COX'S RIFLES AT TIENTSIN RAILWAY STATION.







## NOTICES.

**"CAPSTAN"**

Sold in Packets of 10 & 20 Cigarettes & in  
Tins of 50 Cigarettes.

ALSO

**MAGNUMS**

in Air-tight Tins of 50's.

Obtainable at all Stores.

## POST OFFICE.

Telegraphic Communication  
with Cap Rock is interrupted.

Registered and Parcel Mails are  
closed 15 minutes earlier than the  
time given below unless other-  
wise stated, and where mails are  
advertised to close at or before  
9 a.m., registered and parcel mails  
are closed at 5 p.m. on the pre-  
vious day.

## INWARD MAILS.

Australia and Manila—Per  
CHANGSHA, 26th Sept.  
Shanghai—Per SINKIANG, 26th  
Sept.  
U.S.A. and Manila—Per  
COLOMBIA, 27th Sept.  
Calcutta—Per KIRIN M., 27th  
Sept.  
Straits—Per KITANO M., 28th  
Sept.  
Japan and Shanghai—Per  
TAJIMA M. 1st Oct.

## OUTWARD MAILS.

TO-MORROW.  
Amoy & Philippine Is.—Per  
TAMING, 9 a.m.  
Swatow, Amoy and Formosa  
via Keelung—Per KAIJO  
M., 9 a.m.  
MONDAY, 27TH SEPT.  
Swatow and Straits—Per  
CHENGTO, 9 a.m.  
Philippine Islands, Formosa via  
Keelung, Shanghai, N. C.  
Japan via Nagasaki,  
Canada, United States,  
Central and South America  
and Europe via Victoria B.C.  
—Per ARABIA MARU, Reg.  
9.45 a.m. Letters 10.30 a.m.  
TUESDAY, 28TH SEPT.  
Swatow & Bangkok—Per  
LUCHOW, 9 a.m.  
Swatow, Amoy and Foonow—  
Per HAILONG, 1 p.m.  
Amoy, Shanghai & North  
China—Per SZACHEN,  
9 a.m.

## WEDNESDAY, 29TH SEPT.

Shanghai, N. China and Japan  
via Kobe—Per KITANO M.,  
10 a.m.  
Weihaiwei, Chefoo & Tientsin—  
Per KUEICHOW, 3 p.m.

## THURSDAY, 30TH SEPT.

Shanghai, N. C. Japan via Naga-  
saki, Honolulu, Canada,  
United States, Central and S.  
American & Europe via San  
Francisco—Per KOREA M.,  
Reg. 9.45 a.m. Letters 10.30  
a.m.  
Shanghai and N. China—Per  
SINKIANG, 11 a.m.  
Philippine Islands, Formosa via  
Keelung, Shanghai, N. C.  
China, Japan via Nagasaki,  
Canada, United States, C.  
& S. America & EUROPE  
via VICTORIA—Per KATORI  
MARU, 10 a.m.

## FRIDAY, 1ST OCT.

Swatow, Amoy and Foonow—  
Per HAICHING, 1 p.m.

## TUESDAY, 5TH OCT.

Swatow, Amoy & Foonow—Per  
HAICHING, 1 p.m.

\*Correspondence bearing vessel's  
name only.

EX-M.P. DIES IN THE  
WORKHOUSE.

Sir Luke White, formerly M.P.  
for the Buckrose Division of  
Yorkshire, died in Driffield Work-  
house Infirmary recently at the  
age of 75. Admitted a solicitor  
in 1874, Sir Luke practised at  
Driffield. He was elevated in the  
Radical interest in 1909, and was  
knighthood in 1908. On his own  
petition a receiving order was  
made against him on October 1918.  
At the bankruptcy proceedings it  
was discovered that for many  
years he had been using  
money received for investment.  
There was a deficiency of £21,  
365 in the estate, and to these  
creditors. The debtor was in a  
bad state of health, and though a  
balance of £1,000 was paid to him  
it was not received.

## PASSENGERS DEPARTED.

Per S.A. Khiva:—Mr. and Mrs.  
Mangey and two infants, Mr. and  
Mrs. More, Mr. Bear, Mr. W. Sut-  
ton, Mrs. G. B. Miller, Mr. and  
Mrs. Sorensen, Mr. and Mrs. Lim  
Teng Lay, Mr. Battiscombe, Mrs.  
Goldring & 2 infants, Mr. Sinclair,  
Mr. Puzey, Mr. Holmes, Master C.  
Holmes, Mr. A. Balean, Mrs.  
Holmes, Mr. and Mrs. Pfordten,  
Mr. Hadley, Miss I. Pfordten,  
Master P. B. Pfordten, Mrs. Rod-  
rigues, Miss Rodriguez, Mrs. Gay,  
Mr. and Mrs. Murphy, Mrs. E. K.  
Kai, Miss T. K. Kai, Miss A.  
Kawa, Miss M. Green, Mr. J. E.  
Sanders, Mr. R. Rule, Mr. and Mrs.  
Southgate, Mr. W. C. Stevenson,  
Mr. Bunt, Mr. A. M. Reith, Miss  
Tulman, Mr. Blackie, Mr. J. J.  
Russell, Mr. Richards, Miss Blackie,  
Miss Nett, Mr. Van Rossum, Mr.  
and Mrs. Peckard, Mrs. Kendall  
and two children, Mr. Jwagawa,  
Mr. Oaka, Mrs. Butler, infant and  
child, Mr. J. E. Bate, Pay. Lt.  
Com. F. J. Lloyd, Rev. W.  
Ostrowski, Mr. E. K. Kar, Mr. and  
Mrs. A. de Vos, Mr. and Mrs.  
Kjaergaard, Mrs. and Miss Frazer,  
Mr. A. Cohen, Mr. Weznar, Mr.  
Everett, Mr. Rodriguez, Mr. Chen  
Po, Mrs. Chen Po and family, Mr.  
and Mrs. Cockran and infant,  
Stoker C. Blackmore, Mrs. Cotton,  
Miss Martin, Mr. Coles, Mr. Warr,  
Mr. Duffield Miss Hayward, Miss  
Drury, Mr. & Mrs. A. M. Ferreira,  
Miss Gonsalves, Mr. Fong, Mr.  
Shan Yuo Zen, Mr. Chan Shun Ché,  
Mrs. Crespin, Master Martin,  
Miss A. Slater, Miss Nalish, Mrs.  
Paterson, Miss M. Paterson, Miss  
M. Paterson, Master G. Paterson,  
Mr. Charles, Mr. P. A. Vereten-  
nikoff, Mr. S. Duffield and child,  
Rev. J. Heady, Mrs. J. Heady and  
child, Mr. and Mrs. Lee Foo and 2  
infants, Master R. Lee Foo, Master  
G. Lee Foo, Mr. Robertson and  
family, Miss Lennox, Mr. and Mrs.  
Sung Tsang, Miss W. Chu Wan,  
Miss S. Yin Mel, Mr. and Mrs.  
Khairouky, Mr. and Mrs. Baven-  
sky, Mr. M. Turner, Mr. Oxbrow,  
Capt. Summerville, Dr. R. E.  
Paterson.

## HOTELS.

## THE HONGKONG HOTEL CO., LTD.

OPERATING—

THE HONGKONG HOTEL,  
HOTEL MANSIONS,  
THE REPULSE BAY HOTEL.

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TELEPHONE ON EACH FLOOR,  
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THE ONLY HOTEL DE LUXE IN THE FAR EAST.  
Afternoon dancing, daily.  
Beautiful new steel and concrete fire proof building with  
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Unexcelled cuisine, with French chef. Banquets a  
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Large playground for children in the park of the hotel,  
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THOS. COOK & SON, Headquarters, in the building.  
Motor bus meets all trains.

L. M. MAILLE,  
Manager.



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HONGKONG

## ENTERTAINMENTS.

## CORONET

TO-NIGHT at 5.15 & 9.15 p.m.

EMMY WEHLEN

**"THE OUTSIDER"**

6 parts.

SNUB POLLARD

"TOUGH LUCK"

PATHE'S BRITISH GAZETTE.

7.15 p.m.

THE DOLLY SISTERS IN  
"THE MILLION DOLLAR DOLLIES"  
5 acts of Romance and Beauty

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TO-NIGHT!

EXCLUSIVE FEATURES INC.

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MAY WARD

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**"WHERE IS MY FATHER?"**

The untold secret in seven parts.

## NOTICES



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EXPORTS.

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THE OSAKA MARINE & FIRE  
INSURANCE CO.

For Particulars Apply to:—  
S. KOMURA, Manager.  
No. 14, Pedder Street Hongkong.

## TIDE TABLE.

20th to 26th Sept. 1920.

|          | High Water | Low Water | High Water | Low Water |
|----------|------------|-----------|------------|-----------|
|          | Mean Time  | Mean Time | Mean Time  | Mean Time |
| Mon. 20  | 1.24       | 6.3       | 1.54       | 3.0       |
| Tue. 21  | 1.33       | 6.1       | 1.54       | 2.9       |
| Wed. 22  | 1.42       | 5.9       | 1.54       | 2.8       |
| Thur. 23 | 1.51       | 5.7       | 1.54       | 2.7       |
| Fri. 24  | 2.00       | 5.5       | 1.54       | 2.6       |
| Sat. 25  | 2.09       | 5.3       | 1.54       | 2.5       |
| Sun. 26  | 2.18       | 5.1       | 1.54       | 2.4       |

in morning, a afternoon.

Hongkong, Sept. 25, 1920.

Printed and Published for the Proprietor, by Alfred Muller, at 24,  
Lee House Street, in the City of Victoria, Hongkong.